

Hongkong, 30th June, 1905. [1567]



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**The Daily Press.**

HONGKONG, FEBRUARY 21ST, 1906.

We referred not long ago to the bad habit of national pessimism, cultivated partly for propagandist purposes, and partly, as we reluctantly suggested, by an irresponsible press avid of sensation or perverted originality. Our comments referred, *inter alia*, to the pamphlet by Herr von BRANDT, formerly German Minister at Peking, circulated by the Hamburg-American Steamship Company. His alarmist statements, which we described as palpable exaggerations, were presumably prompted by a propagandist. They appear to have caused a good deal of discussion in German Chambers of Commerce and in the textile journals, about Germany's cotton-goods trade with China. The *Manchester Guardian*, usually well-informed of all matters relating to this particular trade, takes our view of the general postulate, but adds an interesting opinion. It admits that German trade with China, in this line, is a comparative failure; and says the reason is that the German manufacturers cannot produce the gray and white goods that are the staple of the Chinese demand so cheaply as their English, American, and Indian competitors can. It is absurd to suppose that the Germans are not awake to the importance of the Chinese market, and the fact that Herr von BRANDT has had the opportunity to study the situation on the spot suggests to our mind that his statements were deliberately exaggerated to strengthen some *arrivée* argument, something in the style of the Tariff Reformer, perhaps. We prefer this theory to agreeing with our contemporary that the intelligent von BRANDT was "under the strange delusion that his fellow-countrymen in the cotton-trade are unaware of the great importance of

the China market and are missing splendid opportunities through ignorance and lethargy." How often and how unjustly have British business-men been similarly charged with lethargy or indifference, by critics who had no conception of the obstacles and handicaps so apparent to those criticised? As the *Manchester paper* puts it, "the theory, widely held by non-commercial persons, that great classes of business men are blind to their own business interests and opportunities; or, seeing them, need external encouragement and stimulation to make the most of them, has always seemed to us somewhat fantastic." Herr von BRANDT's object in thus impugning some of the most intelligent of his own countrymen may be guessed at, after noting his suggestion that the Anglo-Japanese Treaty and the British naval activity at Singapore were both directed at German commerce with China. As an imperialistic German, we can in that way make due allowance for his alarms. The Chamber of Commerce of München-Gladbach answered them with an argument that would doubtless cause rejoicing to Mr. CHAMBERLAIN's opponents. They declared that they could not compete with the English manufacturers because cotton yarn is dearer in Germany than in England. "It is," they said, "therefore useless to expect an increase in the German exports of grey goods to China. The exports of German prints to China may be considerably increased when China is in a position to purchase better-class cotton goods. German producers and exporters should co-operate more closely. The German export houses are independent, purchasing their goods in any country they please, and exporting them to the places where they have worked up a connection."

Naval and military news items, arriving by latest mail, appear on page 5.

Messrs. Hughes and Hough inform us that there will be no sale of ponies to-day.

The statue of Sir Thomas Jackson, Bart., is to be unveiled on Saturday by His Excellency the Governor, at a quarter to one, after the shareholders' meeting.

Some English newspapers are saying that the general election did not take the course it did, in a normal way; but that the labour vote did it, "the rise of the working man to the knowledge of his power," as one expresses it.

The members of the Brooklyn Manufacturers' Association, representing upwards of \$20,000,000 of fire insurance policies, propose to send to England for rates, in order to break the rates of the United States Fire Insurance Trust.

The Russian Bureau is effecting wholesale arrests throughout Russia in order to prevent the registration of voters for the Duma elections. The Russian journals estimate that the deficiency in this year's Budget will not be less than \$80,000,000.

Reuter's Agency understands that, in addition to the Order of the Garter which Prince Arthur of Connaught is conveying to Tokyo, his Royal Highness is also the bearer of the Order of Merit which the King has conferred upon Marshal Oyama, Admiral Togo, and Marshal Yamagata. These appointments have already been foreshadowed.

A long official account of the ninth R. H. K. Yacht Club race, and of the cruiser race for the Governor's cup, is crowded out of this issue, but will appear to-morrow. *Eloph* was in the first for the Championship. *Bonito* won the One-design class, *Gloria* won Mr. Rous's cup (ten competing), and *The Saip* won the second race for the Governor's cup.

A London paper says:—Sir Ewen and Lady Cameron, and Mrs. A. M. Townsend sailed by the *s.s. China* from Marseilles on a two months' trip to India. It is possible that Sir Ewen and Lady Cameron may extend their trip to China, where they will be sure of a very warm welcome from their many friends still living there, and who will be rejoiced to see Sir Ewen fully restored to health again.

A Paris despatch states that Metchnikoff and Roux, heads of the Institute Pasteur, declare that experiments in the inoculation of anthrax spores and subsequent cure, show a way which time is certain to perfect, to the destruction of the most terrible disease human beings can acquire or inherit. The result would be one great step toward a humanity perfectly healthy, physically, mentally and morally.

Amongst election matters of interest to the Far East it is noted that Sir E. A. Sassoon has been returned for Hythe, and Major E. F. Coates for Lewisham, both in the Unionist interest. The Hon. C. H. Strutt, Unionist, is standing for the Maldon division of Essex, and Mr. W. Keswick, Unionist, for the Epsom Division of Surrey. In the West Division of Leeds Mr. S. Samuels, the Conservative candidate, made a gallant but unsuccessful fight against Mr. H. J. Gladstone. Similarly Sir Theodore Angier failed to wrest Gateshead from Mr. Johnson, the Labour candidate. Mr. Xerburgh was defeated at Chester. Mr. Joseph Walton was again contesting the Liberal interest for the Barnsley Division of Yorkshire.

The Australian lady at the plague hospital is, we rejoice to hear, convalescent. His Excellency the Governor personally called to enquire about the patient.

The King has approved of the following promotion in the Indian Army:—To be Second-Lieutenant, Second-Lieutenant Basil Stewart Lockhart, 110th Infantry (The Mooltan Regiment), from the Royal Sussex Regiment. Dated August, 13th, 1905, but to rank from November 28th, 1903.

A telegram published in the Paris edition of the *New York Herald* states that great excitement was caused on the steamer *Baltic*, which arrived in New York on the previous day, by the posting of alleged "wireless" messages. These "messages" stated Mr. T. W. Lawson was reported to have shot himself, that Miss Alice Roosevelt had eloped with the British Military Attaché, Captain Jackson, and that an ultimatum had been sent to Berlin from Tokyo demanding the withdrawal of German troops from Chinese territory. The hoax took instant and violent effect, furnishing exciting matter for gossip and speculation.

"Money Power and Man Power" is the title of a pamphlet written by H. J. Mackinder. It is another contribution to the fiscal debate, but the writer deals with the underlying principles rather than the statistics of tariff reform. His arguments, clear and forcible, are based on the necessity of maintaining our balance of power among the nations of the world, and a recognition of the relations between power, trade and labour. When he claims that the tariff reformer sees life more nearly whole than the free importer, he invites a refutation and a challenge from the other side which in the present political heat are almost certain to be forthcoming.

At Singapore a horrid discovery has just been made. It was reported to the police that a body of a European was lying in the jungle off the East Coast Road. The police immediately proceeded to the scene and found the body of a European lying in a small patch of jungle. The corpse had been partly devoured by dogs and pigs, and there were numerous pig tracks all round the place where the body lay. The corpse appeared to be that of a middle-aged European, and was decomposed. It was clad in dungaree trousers and a white vest. The feet were in a pair of boots. The cause of death is unknown, and a post-mortem examination will be held.

According to the *Echo de Paris* M. Kozlovski, who recently concluded his visit to Paris, and proceeded thence to Berlin, has satisfactorily completed negotiations for a loan in Germany of one hundred million roubles (£10,000,000) on terms similar to those decided upon for the new Russian loan in France, except that the bonds will be repayable in ten months instead of in a year, as in the case of the French loan. The *Echo* adds that the German bank negotiating the loan attempted to throw the greater part of the loan upon the Paris market, an attempt which provoked an emphatic protest to Count Witte on the part of the French financial houses.

The *Times of India Directory* for 1906, which has just come to hand, shows that the reputation of the publishers for accuracy, careful compilation, and succinct information is as well deserved as ever. Besides possessing all the features which a directory should have, this publication has its value materially enhanced by a mass of useful information and by a very fine map of Bombay. To all interested in our great dependency, commercially or politically, the book is a necessity, and of its 1,200 odd pages none could be spared with advantage. As an instance of how up-to-date it is even in its miscellaneous information it may be mentioned that the list of "Great Battles of History" includes that of Mankden, fought on March 5th of last year.

The *Globe's* representative on change writes:—The Stock Exchange witnessed a further all-round decline in business. It is true that the general public is greatly absorbed in the General Election, and the slackness is, in some quarters, put down to this pre-occupation. When the last returns are in, there are dealers who look for a revival. The majority of members one meets, however, are inclined to doubt whether the speculative movement will expand appreciably. The Radical gains are having a generally depressing effect, and the great growth in the Labour party forebodings, with many organised attacks upon capital, and the disturbance of trade conditions which are already not too good. What the financial centre of the Empire thinks of Sir Henry Campbell-Bannerman and free imports is sufficiently shown by the magnificent majorities by which Sir Edward Clarke and the Hon. A. Gibbs were returned yesterday.

## OPIUM.

The change of Government is being seized upon by various societies as an opportunity to bring forward their particular fads, says a contemporary. According to the last issue of the *Friend of China*, the Society for the Suppression of the Opium Trade is, amongst others, expecting much from Sir Henry Campbell-Bannerman and his supporters. It says that "the Prime Minister is known to be friendly to our cause, and of the members of his Cabinet, seven have voted against the opium trade. In 1891, when a majority of 31 members in the House of Commons voted for Sir Joseph Pease's resolution declaring the opium trade to be 'morally indefensible,' Messrs. Asquith, Birrell, and Herbert Gladstone, Sir Edward Grey, and Messrs. Lloyd-George, John Morley, and R. T. Reid, were all amongst those who supported Sir Joseph Pease." The suggestion is made that a joint letter, signed by a number of electors, should be sent to Parliamentary candidates, asking their careful consideration of the question, and their promise to vote for the suppression of the traffic.

## TELEGRAMS.

(BRUTUS'S SERVICE.)

## THE MOROCCO QUESTION.

LONDON, February 19th.  
Herr von Radowitz has formally proposed that the policing of Morocco be entrusted to the Sultan, with an international control. This is entirely unacceptable by France.

France has replied in a verbal note to the German proposals agreeing to entrust the control of the police to the Sultan, provided that the officers are French and Spanish.

The Kaiser has received Baron de Courcel, the special French Envoy, on board a German warship at Copenhagen, showing him marked courtesy.

## THE GERMAN NAVY.

LONDON, February 19th.  
It is stated that the King of Denmark has been made an Admiral of the German navy.

## FRANCO-RUSSIAN COMMERCIAL TREATY.

LONDON, February 19th.  
The Franco-Russian Commercial Treaty has passed the Senate.

## MARRIAGE OF MISS ALICE ROOSEVELT.

LONDON, February 19th.  
Miss Alice Roosevelt has been married to Mr. Nicholas Longworth in Washington.

## THE "ZENITH" INCIDENT.

LONDON, February 19th.  
It appears that the *Zenith* was landing arms and ammunition for the Pretender; the French cruiser's interference consequently raises a difficult question.

## THE FRENCH PRESIDENCY.

LONDON, February 19th.  
President Loubet formally vacated the Elysée yesterday.

## THE THEATRE.

"Princess Tolo" still continues to draw exceedingly good houses, and judging from last night's enthusiasm our local amateurs, unlike some of their professional confrères, have no cause to complain on the score of support from Hongkong playgoers. The cast was the same as on previous evenings, and notwithstanding the unaccustomed strain devolving on the principals, the performance was undoubtedly good. If anything, the chorus went with a better swing than on the previous nights, the continued practice, no doubt, being conducive to this improvement. The soloists were in excellent voice and elicited great applause, encores being frequent.

## PLAGUE VAGARIES.

The *Globe* believes that Hongkong gave India the plague. Our contemporary says:—The terrible epidemic which has been devastating India since it was imported from Hongkong a few years ago, appears to be subject to no known laws. In the case of Asiatic cholera, medical science can generally trace the path it will follow before its initial force is expended. Plague, on the contrary, moves hither and thither quite irrespectively, apparently, both of climate and sanitary conditions. In a purely arbitrary manner, it descends on some hitherto immune province, and forthwith gets a relentless grip, as in the instance of the Punjab. Just as suddenly, it moves off to fresh quarters, and becomes identified to the Hindu intellect with *Siva*, the Destroyer. The latest official bulletin indicates that it is on the march from the North towards the South, but throwing out lateral detachments on both sides as it passes onwards. But it has never forsaken its original base of operations, Bombay. Here, another anomaly presents itself. There are as many pestilential slums at Calcutta as in the Western capital, while both cities trade largely with Chinese ports. Why is it, then, that the Asiatic cholera, which reached the so-called City of Palaces long ago, has made next to no headway there? Madras has been equally lucky so far, but the rate of mortality in Burma, on the other side of the Bay, is continually increasing.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 20th at 12.5 p.m.—The barometer has fallen quickly over W. Japan, owing to a depression which lies to the W. of Kishiu. A slight increase of pressure has taken place over S. China. Pressure is highest over Manchuria and the N. part of the sea of Japan. Moderate variable winds are indicated in the Formosa Channel, and the N. part of the China Sea. Forecast:—E. or variable winds, light to moderate, cloudy, fog or mist.

People think they can stop in time, but they do not realise that it is always easier to stop to-day than to-morrow.

That which dissatisfied people believe to be the true happiness, and which they long to enjoy, is whatever they do not happen to possess at the moment.

Men do not seem to derive any special comfort from donning a new tie or fancy waistcoat when stocks fall or their lives are out of order, but there is no time when a woman cannot be distinctly cheered by something new to wear.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on February 20th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present:—Hon. Mr. W. Chatham, Dr. W. W. Pearce, M.O.H., Dr. Macfarlane, Lieut. Col. Jessing, Mr. E. A. Hewett, Hon. Mr. A. W. Brown, Mr. Fung Wa-chun, Mr. Lau Chupak, Mr. A. Shelton Hooper, Mr. H. Humphreys, and Mr. G. A. Woodcock (secretary).

## A COSTLY ALTERATION.

Correspondence was submitted relative to certain alterations required by the Board to be made to a block of houses at Nos. 1 to 13, Un Shing Lane. Mr. E. M. Hazeland, architect, wrote pointing out that the cost of fulfilling the requirements would be more than a year's rent for the property. The houses would have to be pulled down or substantial structural alterations made in five years from 1905 in order to comply with the provisions of the Public Health and Building Ordinance as to external air. In the circumstances he asked the Board to allow the notices to stand over until the structural alterations required were put in hand.

The M.O.H. recorded—The same argument may apply to all those houses permitted to remain in the present condition as regards external air for five years. It is for the Board to consider whether this concession can be granted or not. I cannot say that any appreciable harm will result to the tenants from the concession.

Mr. Shelton Hooper—As the M.O.H. says that no appreciable harm will result to the tenants from the concession asked for, I think it should be granted.

Mr. Hewett—I am in favour of the law being enforced, but would like to have the matter discussed.

The Hon. Registrar General—I recommend that no action be taken.

On the understanding that the condition of affairs be remedied at the end of five years, Mr. HEWETT moved, and Mr. SHELTON HOOPER seconded, that the concession with regard to windows be granted.

## A COMPROMISE.

Application was received for a modification of the requirements of section 13 of the Public Health and Building Ordinance, 1903, in respect of No. 7, Wa Lane.

The Medical Officer of Health wrote—In view of the fact that it is advisable to obtain in the future a scavenging lane at the rear of Nos. 1 to 6, I think the owner of No. 7 might be asked to hand over to Government free of charge when required a sufficient portion of his yard to enable a six foot lane to be run through the whole block, and that he be now allowed to count such space towards the area required for his yard.

Mr. Shelton Hooper—I fail to see why, if the owner hands over to the Government a part of his land for a scavenging lane, he should not be compensated for so doing, as provided by section 180.

The Captain Superintendent of Police—I agree with M. O. H.

The PRESIDENT said it was not a question for that Board to consider whether the land was "aid for or not."

Mr. SHELTON HOOPER said they should consider the question from a sanitary point of view and not grant a concession from monetary considerations.

The PRESIDENT thought the condition was necessary.

Mr. HEWETT asserted it was reasonable that in that case they should effect a compromise.

A resolution by the President that the Governor in Executive Council be recommended to grant the concession on condition that the ground be surrendered when required was carried.

Respecting an application for permission to use the kitchen of a house in Ping On Lane for the preparation of food.

The M.O.H. minutes—The kitchens are somewhat damp, but this is probably due partly to the newness of the walls. I do not think that there will be any harm in giving the permit, especially as the houses have been built on the understanding that the permit would be granted.

Mr. Humphreys—What is a kitchen for except the preparation of food?

The Captain Superintendent of Police—Is the M.O.H.'s last statement correct?

The M.O.H.—My minute is correct. The plans were acknowledged before the Board were asked to approve of the kitchens.

The application was granted.

This was all the business of importance.

## RAT RETURN.

The total number of rats caught by the Board's officials during the week ended February 17 was 422, of which 28 were found to be plague infected.

## MORTALITY STATISTICS.

The mortality statistics for the week ended January 23 showed that the death rate for the whole Colony British and Foreign population was 34.9 per 1,000, as compared with 10.3 for the same week of last year. The death rate for the whole Colony, excluding the Army and Navy, was 16.2.

## LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia* is expected to sail from Shanghai on the 21st inst., at 10 p.m., making her due at this port late on Friday night.

The C.M. str. *Champhai*, from Australian ports, left Thursday Island on the 16th inst., and is due here on or about the 2nd March.

The Boston Tow Boat Co.'s str. *Lyra* sailed from Pigeon Sound for Hongkong via usual ports on the 18th inst.

The N.Y.K. str. *Don of Matsue*, from London, &c., left Singapore for this port on the 19th inst., and is expected to arrive here on the 25th inst.

## ODD VOLUMES' SOCIETY.

HON. MR. A. W. BREWIN ON "FUNGSHUI." In the City Hall last evening before members of the Odd Volumes' Society, the Hon. Mr. A. W. Brewin, Registrar General, delivered an interesting and instructive lecture on "Fungshui."

Hon. Mr. H. E. Pollock, K.C., who presided, introduced the speaker.

In the course of his remarks the lecturer said it would be as well at the outset to remove any illusions his hearers might be under, and to explain to them that he was not going to give them the result of deep research, but simply notes of what he had learnt about Fungshui in casual conversation or in the course of his work. Fungshui meant literally "Wind Water," and had been defined by a learned authority as "a quasi-scientific system supposed to teach men where and how to build graves, temples and dwellings, in order that the dead, the gods and the living might be located exclusively, or as far as possible after the auspicious influences of nature." The Chinese believe that certain situations and surroundings brought good luck and well-being to the inhabitants, each good luck coming from the earth. Fungshui was the science which taught the Chinese where and how to build their houses and temples, and how and where to bury their dead; therefore, it was not a religion. It was a science, but differed from the sciences his hearers were familiar with in that it dealt not only with the material world, but with the world of spirits. They often heard the Chinese described as materialistic, and certainly natives of China had materialised their views of the future life, and lived much more really in the spiritual world than Europeans did; nor did there seem any fixed barrier between the living and the dead, the welfare of each being affected by the actions of the other.

If Fungshui confined itself merely to tracing out the influences of nature—of water, hills and wood on the bodily and spiritual health of the living and the dead, the worst that could happen to believers would be to be reduced to a state of hypochondria; but its professors claim that not only is health affected by the situation of a house or a father's grave, but also material position, wealth and advancement, and the rules of Fungshui could not be disregarded without interfering with other people. The Fungshui professors were deserving of a little attention. There were no colleges to train students or to grant degrees; each student qualified by attaching himself as an apprentice to a professor in practice, but even an apprentice could set up with or without practice. The speaker could not tell the main principles of Fungshui, although he had endeavoured to find out.

Dragons and tigers, especially dragons, played a large part in it. The ridges of the hills were all parts of dragons, and from such dragons emanated favourable influences which affected houses or graves in their neighbourhood. Mr. Brewin then discoursed on the rules of Fungshui, telling stories by way of illustration. He said if his hearers thought it over they would find there were professionals in Europe corresponding very closely to the Fungshui man, and they might take it that all over the world, including China, all but a few cranks believed in him. In old days in Hongkong, coffins used to be stored as they are in Chinese cities now, as at Canton for instance, in the city of the dead outside the north gate. The Tungwah Hospital had a mortuary, and coffins remained there for years, but that was in the bad old days, and a vigilant Sanitary Department now prevented the infringement of the rules of ancestor worship. The attitude assumed by the Colonial Government towards Fungshui had been much the same as that taken up by the Government of China; neither Government recognised it except where there was a likelihood of a breach of the peace.

Fungshui had naturally come more into prominence since we took over the administration of the New Territory, where the Registrar General and Assistant Superintendent of Police had cases occasionally submitted to them for arbitration. The belief of the Chinese country folk in Fungshui was so deep-rooted and sincere that it did not seem to help matters forward in the least to tell them that neither he (the speaker) nor the Government believed in it, so he now told his friends from the New Territory what was quite as true, and must seem more reasonable to them, that we had a Fungshui of our own, and that it was likely, as matters stood at present, that they would be able to persuade us to follow their provisions instead of ours. The Public Works and Sanitary Departments attended to our Fungshui, and our rules were to be found principally in the Public Health and Building Ordinance. The lecturer then described how scenery near Hongkong was affected by Fungshui, and how the city of Victoria was favourably situated from a Fungshui point of view. He said the projected railway from Kowloon to Canton naturally turned one's thoughts to Fungshui. When the telegraph line was first laid between these two cities, Fungshui professors prophesied terrible calamities, and there was a good deal of opposition. This seemed very natural when we remembered that the line was bringing Kowloon with its nine dragons in close connection with Canton or the city of sheep. The spread of knowledge soon conquered Fungshui, which was simply an attempt to explain events in nature by natural causes, and the only relic of it to be found in a century or so would be in the shape of a grave or some granite monument (applause).

A hearty vote of thanks was awarded the lecturer at the close.



## SUPREME COURT.

Tuesday, February 20th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

## THE TAIPU MURDER.

Chan Kam, Wong Sing and Ho Ah-wong were charged with the murder of Teoi Ming-chang, alias Chan Beng-chan, at Taipo on the 2nd instant.

The Attorney General, Sir H. S. Berkeley, presented. The first and third prisoners were represented by Mr. M. W. Stale, while Mr. H. G. Cuthbert defended the second.

The three pleaded not guilty, and the following jurors were called—Messrs C. G. S. Mackie, A. R. Lowe, C. P. Herbert, H. M. Tieson-bucher, H. F. Campbell, E. S. Clark and S. I. Michael.

The Attorney General, in opening the case for the Crown, said the deceased was an Excise Officer stationed at Taipo, and on the night of February 2nd or early on the morning of February 3rd met his death. On the evening of February 2nd there were in the house, including the deceased, a young boy and two chair coolies; one of the latter being Chan Kam. The two chair coolies went to Chan Beng-chan on February 1st and offered their services, their object from the commencement being robbery.

About 5.30 or 7 o'clock the match in which the deceased lived was closed for the night, and the two chair coolies laid down to sleep in the front room, while the deceased Chan Beng-chan went into the inner room, afterwards returning to the front room to sleep. About midnight the boy was awakened by hearing his master call out, and on looking saw the two chair coolies struggling with him. The boy tried to beat the assailants off but failed, and finally the chair coolies called out "Come," with the result that five men rushed into the room. Chan Beng-chan was overpowered and tied up. The boy was also tied to the table. The house was ransacked and the gang departed with their booty. The boy managed to free himself and finding his master still and white, rushed to the Taipo police station. The officer in charge telephoned to all the blockhouses on the frontier with information of the outrage and then visited the house, where the deceased was found apparently dead. A post-mortem examination was held subsequently by Dr. Hunter, who gave it as his opinion that death was due to manual strangulation, finger marks being found on the throat. There were other bruises but no internal injuries. The news of the murder having been circulated by the prompt action of the boy, the police were on the look-out for the assassins, and at 4.30 a.m., about two and a half hours after the occurrence an Indian sergeant on duty near the frontier saw four men approaching from Taipo. Stepping out from his ambush he succeeded in arresting two of them, but the other two bolted; one was captured, but the other crossed the frontier and escaped. When searched certain of the stolen property was found on the persons of each of the prisoners, and they were taken to the police station. The Attorney General laid down his reading of the law. Where a number of men set out to commit a felony, and a life was taken in the carrying out of that felony, it was murder, and all who participated in the original felony were guilty of murder whether they actually took part in the murder or not.

Mr. Stale objected to the proposition as put. The Attorney General, therefore, commenced to quote authority for his contention, after which evidence was heard.

After hearing the evidence, the jury found the three prisoners guilty, and his Lordship sentenced them to death.

The Chief Justice also commended the Indian constable who arrested the defendants on his smart capture of the culprits before they escaped across the frontier.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

## MALICIOUS PROSECUTION.

Wong Tung-ting claimed the sum of \$500 damages from Lam Woo for an alleged malicious prosecution.

Mr. O. D. Thomson appeared for the plaintiff, and Mr. F. P. Hett (of Messrs. Bratton, Hett and Goldring) represented the defendant.

Mr. Thomson stated that the question in the case was whether there was reasonable cause for the prosecution which had been taken; the defendant admitted instituting the charge, but alleged there was reasonable cause. The facts of the case were that the plaintiff, the defendant and two other men were partners in the Yu On firm of contractors. The plaintiff was the largest shareholder, having a 500 share, while the other partners had 100 shares. The plaintiff, as managing partner of the firm, entered into a contract with one, Lam Woo, to do some work for him in connection with telegraph at Lyemum. The contract was a written one, and it was therein agreed that the plaintiff should pay Lam Woo \$3,000. The contract was duly signed and \$2,500 paid, the balance being paid on the following day. In the course of that day Lam Woo sent for the plaintiff and informed him that the War Authorities would not allow him to do the work contracted for, and suggested that the contract should be cancelled.

This was eventually agreed to, and it was agreed that Lam Woo should retain \$400 to cover expenses, the other \$2,600 which had been paid to him being returned to the plaintiff. Defendant was informed of this, and the plaintiff returned him through one of the partners the sum of \$1,250, the balance being deducted for expenses. The defendant at that time rather strongly objected to not getting

the whole of the money, and suggested that no contract had been entered into between Lam Woo and the Yu On firm. Nothing was then done until November 10th, when the plaintiff was proceeded against at the Police Court and acquitted. On the facts stated Mr. Thomson submitted that there was an absence of reasonable and proper cause for the defendant to take proceedings. He was apprised of the contract with Lam Woo, and it was perfectly optional for him to ask Lam Woo about it, and whether the plaintiff's was a trumped-up story. The real reason the defendant took proceedings was to attempt to force the plaintiff to return the money which he thought was due to him; it was not a *bona fide* attempt on the part of the defendant to bring the plaintiff to justice.

After hearing the evidence of the plaintiff, which his Lordship considered very contradictory, he said he could not make out why the Police Magistrate did not keep him. A jury at home would at this stage say they had had enough of it.

Mr. Thomson—If your Lordship takes that view of the case, I don't see that there is any good in going on.

His Lordship—No; the plaintiff contradicts himself in every statement. There will be judgment and costs for the defendant.

## INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

The annual general meeting of the members of the Institution of Engineers and Shipbuilders of Hongkong was held on Monday night in the rooms of the Institution, Des Vaux Road. Mr. H. T. Richardson, Des Vaux Road, presided over a large and representative attendance, and was supported by Mr. J. Lambert, vice-president, and Messrs. E. O. Murphy, W. A. Crake, E. C. Wilks, J. W. Anderson, J. D. Morrison, members of the committee; T. W. Robertson, hon. treasurer, and D. J. Lennox, secretary and manager.

The notice convening the meeting and the minutes of the last annual meeting were read, after which the annual report of the committee of management and the statement of accounts for the past year were presented. The report stated that the membership was now made up as follows:—Ordinary members, 183; associate, 30; visiting A, 61; visiting B, 16; honorary, 1—total, 291.

The loss by death during the past year of Messrs. A. Campbell, J. Kirkwood, J. McLachlan, F. J. Price, and H. W. Soppel was recorded with regret. Twenty-three members had resigned from the Institution, and fifty-three candidates had been admitted during the year, while sixty members through long absence from the Colony, and their whereabouts not being known, were struck off the regular list. The circulating library formed at the end of 1904 was well patronised by several members. The response made to the circulars inviting the members to write essays on the "Management of Compound and Triple Expansion Engines and Boilers," for which a gold and a silver medal were offered as first and second prizes, had been disappointing. Another competition for these prizes would be organized, about which circulars would be issued in due course. The British Engineering Standards Committee, through the courtesy of the Hon. the Colonial Secretary, presented to the Institution, to be placed in the library, a set of its valuable publications. The lease of the rooms for a further period of three years was renewed in July.

The statement of accounts showed that the financial position of the Institution had improved during the period over which the statement dealt. Although an increase on nearly all the items of expenditure had taken place, compared with those of the preceding year, there was at the credit of profit and loss account a balance of \$639.47, to be transferred to the reserve account. This result is due, as was stated by the chairman and endorsed by the hon. treasurer and members of the committee, in a great measure to the energy and care of the secretary and manager and was considered eminently satisfactory.

Mr. W. T. Richardson, R. N. R., was elected president for the ensuing year, Mr. J. Lambert, R. N. R., and Mr. E. O. Murphy vice-presidents, and Mr. V. Watson hon. treasurer. As a result of the ballot the following were elected members of the committee of management:—Messrs. W. A. Crake, W. Ramsay, J. F. Miller, E. C. Wilks, W. C. Jack, T. W. Robertson, A. Ritchie, J. D. Morrison, T. Skinner, J. D. Logan, C. F. Focken, and J. McCubbin.

A lengthy discussion took place regarding the difficulty European deck and engineer officers had in getting off at night to their ships at West Point. Arrangements had been made twelve months ago to overcome the difficulty, but they had apparently been discontinued, and the old order of things again prevailed. It was resolved that the Institution should petition those in authority to devise some system, by means of which easy access at night from the shore at West Point to the shipping in the vicinity could be obtained. The only means at present, it was stated, of getting on board at night a vessel lying at the west end of the harbour was by hiring a sampan at Blakely Pier.

The usual vote of thanks to the chairman and the outgoing office-bearers for their services brought the meeting to a close.—[Contributed.]

Egotism is the natural temptation of all those whose individuality is strong; the man of intense desires, of acute perceptions, of vigorous preferences, of eager temperament, is in danger of trying to construct his life too solidly on his own lines; and yet these are the very people who help other people most, and in whom the hope of the race lies. Meek, humble, timid persons, who accept things as they are, who tread in beaten paths, who are easily persuaded, who are cautious, prudent and submissive, leave things very much as they find them.

## CANTON.

(FROM OUR CORRESPONDENT).

February 17th.

## LAI KWAI-PUI'S TRIUMPH.

Lai Kwai-pui was arrested on January 12th and was released yesterday (Feb. 16th). On the previous night, the Nam Hoi Magistrate and a deputy named Ting Nai-ching went to the place of his confinement and informed him that, in reply to a cable sent by Viceroy Shun on the 13th inst., an Imperial Edict was received ordering his release. Lai Kwai-pui calmly replied that, as it was late, it would be inconvenient for him to leave that night. The Nam Hoi replied that there was a chair ready outside. The prisoner objected that he was not prepared to go, as he had not yet written his statement. The embarrassed Nam Hoi and the deputy implored him to leave, and Lai had to telephone to the Provincial Judge for permission to remain. This being granted, the Nam Hoi and the deputy left. The next day at 2 p.m. the members of the Chamber of Commerce, the 72 guilds and an immense crowd of gentry and merchants went to meet him and escorted him as planned beforehand to the General Chamber of Commerce. He was cleared all the way and thousands of dollars worth of crackers were exploded en route.

## SAVING FACE.

The Viceroy's petition for his prisoner's release was a cunningly worded document. It pointed out that Lai's constant exhortations from his prison to his friends to prosecute the railway scheme was a sign of repentance. Although Lai had slandered the Government, and so deserved his punishment, his repentance and encouragement of the people to subscribe for railway shares entitled him to clemency, and as the people desired his release, he (the Viceroy) wished to free him. If he continued his present good behavior, the Viceroy would memorialise for his restoration to rank. If he failed to raise the necessary capital (and the money said to be actually subscribed has not been submitted to me for inspection), or again incited the people to disobedience, he should be severely punished.

February 18th.

## A GERMAN LOAN.

Some time ago Viceroy Shun cabled to the Board of Revenue in Peking requesting that permission be granted to him to borrow a certain sum of money (Tls. 10,000,000) from German merchants to carry out various public works in the Kwangtung Province. The Board of Revenue refused its sanction.

It appears that after sending their reply to Viceroy Shun a conference of the Minister of the Board of Revenue and the Chancellor of the Exchequer took place. They re-considered the matter, and the result was that a telegram was despatched to Viceroy Shun granting him permission to borrow five million taels from foreigners. But the Viceroy is requested to state from what revenue he intends to draw the money necessary to redeem the loan.

## A JAPANESE ENTERPRISE STOPPED.

A Japanese merchant, Sagiyama, recently opened an insurance office in the Shun Tak district, proposing to insure crops against damage. The district magistrate, having reported the matter to the Viceroy, an official despatch was sent to the Japanese Consul in Hongkong, requesting him to order his subject to close the business, Shun Tak not being a treaty port. The Consul has complied with the Viceroy's request and has ordered Sagiyama to close his business.

## IMPERIAL GIFTS.

The messenger sent by Viceroy Shun to carry new year greetings to the Throne has returned and has brought to the Viceroy various presents, including tablets written by the Imperial hand, a fur coat, and a silk robe.

## SALE OF PONIES.

On the compound before the City Hall last evening, Messrs. Hughes and Hoang, auctioneers, sold by public auction a number of griffins and race ponies. The names of the latter, together with the prices paid and the purchasers, were as follows:—Old Boy, \$16, Mr. J. A. Jupp; Zanibar, \$120, Mr. Piper; Korean Chief, \$80, and Mongolian Chief, \$10, Dr. Noble; Eagle, \$25, Mr. Roseburg; Lucky Chief, \$100, Mr. Gegg; Maori King, \$105, Captain Coleman; Gipsy King, \$80, Mr. Leiria; Earl King, \$55, and Syre King, \$110, Mr. Roseburg; Exchange King, \$600, Mr. Bratton; Highland Laird, \$85, Mr. Roseburg; Highland Chief, \$60, Mr. Walker; Highlandman, \$230, Mr. Forbes; Highland Star, \$80, Mr. Leiria; Banzai, \$100, and The Skirl, \$75, Mr. Gegg; Promised Land, \$150, Mr. Deacon; Beacake, \$65, and Jovial Monk, \$150, Mr. Chow; Diadem, \$140, Mr. Hensham; Bonaventure, \$45, Mr. Roseburg; French duchess, \$170, Dr. Noble; Sauries Rose, \$65, Mr. Harker; Himalaya Rose, \$165, Captain Joslin; Wakelya, \$90, Dr. Noble; Common Rose, \$105, Mr. Wolf; Sonenoid, \$55, Mr. Roseburg; Soupmast, \$75, Mr. Patoll; Velocity, \$100, and Red Harrier, \$120, Mr. Deacon; Spring Chicken, \$110, Mr. Gegg; Zepster, \$500, Mr. H. P. White; Alarm, \$50, Mr. Roseburg; Rabbit, \$40, Mr. Conza; Melinite, \$44, Mr. Leiria; Acenite, \$80, Captain Joslin; Bellumite, \$60, Mr. Leiria; Droghda, \$90, Mr. Roberts; Peesies, \$70, Mr. Patterson; Mick, \$55, Mr. Roseburg; Speculation, \$90, Mr. Gegg; Pilot, \$70, Mr. Leiria; Nuggett, \$4, and Rambler Rose, \$125, Mr. Roseburg; Roastburn, \$210, Mr. Bratton; Kamloops, \$130, Mr. Rarack; Rockville, \$110, Captain Joslin; Rising Sun, \$80, Dr. Noble; Grafton, \$45, Mr. Roseburg; Artaxerxes, \$40, Mr. Gegg.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council is called for Thursday afternoon. The business includes the following resolution by the Hon. Attorney-General:—

"Whereas by section 5 of 'The Summoning of Chinese Ordinance, 1899' (No. 13 of 1899), it was enacted that the said Ordinance should only continue in operation for the period of two years from the coming into operation of the said Ordinance and for such further period or periods as might, from time to time, be determined by Resolution of the Legislative Council, and whereas such operation has been continued by Resolution of this Council until the 30th day of March, 1906, inclusive: it is hereby resolved by this Council that 'The Summoning of Chinese Ordinance, 1899,' shall be further continued, in operation for the further period of two years from the 31st day of March, 1906, inclusive.

The following questions will be asked:—

By Hon. Mr. GUNSHOM STEWART—Will the Government take into consideration the advisability of approaching the Proprietors of the 'City Hall' with a view to acquiring the 'Building' in order that it may be altered to meet the necessity of the growing community?

By Hon. Mr. H. E. POLLOCK—Will the Government state what steps are being taken to educate the Chinese tenants of houses in the principles of sanitation and ventilation which are applicable to the houses in which they live? For what purpose was Robinson Road, Kowloon, opened up and on what date? When is it anticipated that the work will be completed and the road restored to its proper state?

Will the Government state what steps they have taken, and what further steps they intend to take and when, in connection with the installation of a system of fire-alarms? Will the Government also state what is the estimated cost of such installation?

Will the Government state what progress has been made with the works for the extension of water storage at Tytan and at Tytan Tak and at Kowloon? Will the Government also state when these respective works are likely to be completed?

When is it anticipated that:—(a) the New Post Office, (b) the New Law Courts, will be completed?

Is it the intention of the Government to make a road from the top Tram Station to Plantation Road? If so, when? What is the estimated cost of such road?

Will the Government procure and lay before the Council an estimate of the cost of prolonging Kennedy Road in a south-easterly direction from the point of its junction with the Wanchai Gap Road so that it may lead down to the Race Course at the back of the Mahomedan Cemetery?

Will the Government procure and lay upon the table an estimate of the cost of continuing Harlech Road round the north side of Victoria Peak—(a) back to Victoria Gap, (b) to Barker Road.

## WORLD'S GREATEST WARSHIP.

Although we have already said a good deal about the new battleship *Dreadnought*, the following remarks from the *Daily Telegraph* deserve reproduction. We think some of them mistaken, as when it is said that England was permitted exclusive privileges to observe the last naval war; and that the new design is a result of the lessons so obtained. We regard it as an evolutionary product, rather than a sudden inspiration.

Our contemporary remarks:—The launch of the battleship *Dreadnought*, the largest and most powerful man-of-war ever constructed, will direct attention to a great achievement. When ready for sea this vessel will displace 18,500 tons, but her size is the least remarkable feature. In her design are embodied a number of revolutionary ideas, which have fretted the naval authorities of the world. The details of the *Dreadnought's* construction still remain a secret, so well have the Admiralty guarded the plans. In the United States, in Germany, in France, and in every country in Europe, the naval efforts have been made to ascertain the new principles incorporated in this ship, and in consequence of the panic occasioned by the uprising of this behemoth upon the slip at Portsmouth, all the schemes for strengthening the great foreign fleets have been nervously reviewed and in many cases abandoned in favour of new ones. The *Dreadnought* is an embodiment of the lessons of the late war in the sea.

Power to witness the great sea engagement except Great Britain. This country had attached watching and noting all that took place, and their conclusions were submitted to a special committee, on which sat not only the most experienced naval officers, but the Director of Naval Construction, Lord Kelvin, and a number of leading private shipbuilders. The *Dreadnought* is the outcome of their deliberations—a ship, apparently, invulnerable to attack by one discharge from her guns, and capable at one discharge from her guns of throwing with unparalleled force, twice as much metal as any foreign man-of-war now afloat, and three times as much as afloat, while her mail-coat of armour will render her immune against attack by an enemy's guns and torpedoes.

How these results have been obtained will not be proclaimed from the house. Some particulars of the armament of this battleship, however, he indicated. In the past British vessels have carried four 12-in. guns (350 lb. shell), the *Dreadnought* will have ten of these weapons of a new type, with a muzzle energy of 49,563, as compared with the 33,522 of the guns carried in as recent battleships as the *Majestic*, an increase of power in each weapon of 50 per cent. In a great sea fight the magnificent ship which the King is about to christen will be able to discharge every minute ten projectiles, weighing 3,500 lbs. with sufficient velocity to send them about twenty-five miles, or to penetrate about 15 in. of the hardest armour at a range of two miles. Unlike all British and foreign battleships built in the past thirty years, the newest addition to the fleet will carry no weapon smaller than the great 12-in. piece, except eighteen 8-in. quick-firing for repelling attacks by torpedo craft. She will mount neither 9.2-in., 7.5-in., nor 6-in.; she will be

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" 4 CARTRIDGE " (25-15-0.) \$50.00

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[35]

JUST LANDED,

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PER CASE 12 BOTTLES ... .. \$32.00  
" 24 BOTTLES ... .. \$34.00

SOLE AGENTS:

H. PRICE &amp; CO.,

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12, QUEEN'S ROAD CENTRAL.

[36]

the biggest ship afloat, and she will have only the biggest and most powerful guns. The war in the Far East revealed the comparative uselessness of the gun of medium size at modern battle ranges. It is instructive to compare this majestic British man-of-war with the largest ships now being built in foreign shipyards, and the contrast is most effective testimony to the power of the *Dreadnought*.

Country.	Displacement (tons).	Speed (knots).	Big Guns.
French ( <i>Paris</i> )	14,855	18	4—12-in.
German ( <i>Deutschland</i> )	13,200	18	4—11-in.
U. S. ( <i>Kansas</i> )	16,500	18	4—12-in.
Italy ( <i>Napoli</i> )	12,400	22	3—12-in.
Russia ( <i>Pavel</i> )	16,600	18	4—12-in.
Austria ( <i>Karl</i> )	14,000	20	None bigger than 9-in.

All these foreign ships mount a number of guns of either 8-in., 7.5-in., 6.7-in., or 6-in., but the war has shown that these weapons are comparatively ineffective in a modern battle. The German ships have nothing between the four 11-in. and fourteen 6.7-in., whereas the *Dreadnought* has no fewer than ten 12-in. weapons, and is a knot swifter, and more heavily armed.

The secrets which will be incorporated in the huge hull are still hidden, but it is known that they tend to economy as well as efficiency. The *Dreadnought* will cost 10 per cent. per ton less than recent battleships, British built, although she will represent the last word in all details of her construction, and warships are built in England far cheaper than abroad.

In another respect the *Dreadnought* will be unique. She will be the first battleship in the world to be driven by turbines, and since the success of the Hon. Charles A. Parsons' invention was demonstrated so conspicuously by the *Cunarder Carmania*, the courage evinced by the Admiralty in making this bold departure will occasion no feelings of anxiety. This mode of propulsion has been sufficiently tested to confirm all which has been claimed for it. In comparison with reciprocating engines it is economical both in respect to the staff to tend the coal consumed, the expenditure of oil, and the space occupied in a ship, while the absence of great bearing parts leads to economies in repairs. It is, moreover, much simpler in construction than the present type of machinery, and tends to reduce the vibration, thus giving the gunners a more stable platform from which to fire. It is not yet known what pattern boilers the *Dreadnought* will have, but they will be water-tube. In the space available probably no others could produce sufficient steam to drive this huge, massive sea sentinel through the water at nineteen knots an hour. Messrs. Vickers, Sons, and Maxim are manufacturing the turbines.

In every respect the *Dreadnought* will be a marvel as a fighting machine, colossal in size and power. The more whisper of her advent has upset all the calculations of the naval authorities throughout the world, and for the first time in the history of the world, the British Navy will be stronger in power by two or three battleships in reality, though only one pennant will be hoisted at the masthead.

## THE NEW CHINA.

Now that it is over between us and Russia, the world is asking the question: What, then, is the greatest significance of the war? My answer, says Adachi Kinoshita, in the January-March *Forum*, is that it means, in particular, the birth of the New China, and, in general, the birth of a new era for the people of the Asian lands. As for the rise of Nippon, it is purely incidental. In 1903 we were pretty nearly as great as we are in 1905. All the Asiatic people now recognise that the axis of the Asian world has been shifted. They had been resigned to their fate, and had given up all hope of regaining the lost freedom of the state of nature. The Japanese success, first on sea and then on land, struck this enervated world like a cannon ball. The eyes of the nations of Asia are now turned upon Japan; and it is upon her that they base their hopes.

So writes a gentleman who signs himself a French diplomatist; and many others are of the same opinion. The war made one thing rather plain. In Japan, the victor of the struggle, China, from this time on, will have a champion, and, in a critical hour, a protector who will do something more than talk. As for us of Nippon, we have known for many years that China would find in us a champion. It was only that we were not at all sure whether or not our ability and power were quite up to the mark of our enthusiasm and wishes. In this matter, Nippon is far from being a disinterested champion; and this is the beauty of the situation, as well as the thing that makes our relation with China permanent. In safeguarding the interests of China, in fostering her powers, in maintaining her strength, and in holding her territorial integrity as sacred and inviolable at the gambler's table called the world's council of diplomats, Nippon is simply safeguarding the peace of the Far East, and the peace of the Far East is the sine qua non of her prosperity and, to some extent, of her very existence.—*Globe*.

No man enjoys having the world take him at his word when he says he is ready to give it up for the woman he loves. He wants the woman and the world, too. In the long run, he finds the world's respect more necessary to his continued happiness than the woman's society.

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APOLLO  
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IS A  
MUSICAL TRIUMPH.You should hear it.  
RECITALS DAILY.NEW  
MODEL PIANOS  
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## "OWN MAKE"

IN SOLID TEAK.

EMBODYING THE

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\$375 AND UPWARDS.VICTOR TALKING  
MACHINES.  
WITH TAPERING ARMS.

LATEST OPERAS &amp; SONGS.

Hongkong, 1st January, 1905. 1116

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H. RUTTONJEE,

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and

No. 37, Elgin Road, Kowloon.

—Hongkong, 20th February, 1906. [42]

## A SELECT DAY SCHOOL.

THREE University Trained Foreign

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Careful supervision and individual attention

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versational English. Only a limited number can

be admitted.

ROOM for ONLY A FEW SEATS MORE.

Apply at once to

F. O. LEISER, Head Master,

Chinese Y.M.C.A., 26, Des Vaux Road, Central.

Hongkong, 6th February, 1906. 358

## ASSOCIATION NIGHT

SCHOOL.

BUSINESS COURSES A SPECIALTY.

ENGLISH taught in SIX FORMS.

Careful inspection of all work.

SIX FOREIGN TEACHERS.

TWO CHINESE TEACHERS.

Opening from 1st March, 1906.

For further information call or write

THE HEAD MASTER,

Chinese Young Men's Christian Association,

26, Des Vaux Road, Central, Hongkong.

Hongkong, 15th February, 1906. [44]

## RUINART PERE &amp; FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND

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## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

## FRENCH PLANTS AND FLOWERS.

If you want to buy FRENCH IMPORTED PLANTS, apply to M. E. GONON, No. 37, Des Vaux Road, where you will find all sorts of Ornamental Plants, Roses, European Fruit Trees, Bulbs, Flowering and Vegetable Seeds. A visit is solicited.

Hongkong, 21st February, 1906. [400]

## HOUSE TO LET.

FROM May next, the Residence, No. 6, Morrison Hill.

Apply—

W. G. WINTERBURN,  
Geo. Fenwick & Co., Ltd.  
Hongkong, 21st February, 1906. [401]

## TO LET.

NO. 1, OBSERVATORY VILLAS,  
Kowloon, Five Roomed House; Tennis Court, Electric and Gas Lights.  
Possession on 1st March, 1906.

Apply to—  
ARRATTON V. APGAR & Co.,  
45, Wyndham Street.  
Hongkong, 21st February, 1906. [402]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On SATURDAY, the 24th February, 1906, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, Comprising—

BARE SATSUMA, FINE CLOISONNE, BRONZES, IVORIES, &c.  
COTTON AND SILK EMBROIDERED SCREENS, &c., &c., &c.  
TERMS OF SALE:—As Customary.

V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 21st February, 1906. [403]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

"HAINUN,"  
Captain A. J. Robson, will be despatched for the above Port on FRIDAY, the 23rd inst., at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LARBAIK & CO.,  
General Managers.  
Hongkong, 21st February, 1906. [404]

DAMPFSSCHIFFS-RHEDEBEI "UNION  
AUTIEN-GESELLSCHAFT."

## FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"VERONA,"  
Captain Dobson, will be despatched for the above Port or about SATURDAY, the 17th March.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 21st February, 1906. [405]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA,"  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 20th February, 1906. [1]

## SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria and the Eastern Division of Kowloon occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mai service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,  
Secretary.  
Dated this 1st day of February, 1906. [417]

## ENTERTAINMENTS

## THEATRE ROYAL, CITY HALL.

## HONGKONG AMATEUR DRAMATIC CLUB.

## "PRINCESS TOTO,"

A Comic Opera in Three Acts,

BY

W. S. GILBERT,

Will be Produced

TO-NIGHT (Wednesday), 21st Feb., 1906.

Prices ... .. \$3, \$2 and \$1.

Sailors and Soldiers in uniform Half Price to Pit and Pit Stalls.

Doors Open at 8.30 P.M. Performance at 9 P.M.

Booking Office at the ROBINSON PIANO Co., Open from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHCOLE,  
Business Manager.

Hongkong, 3rd February, 1906. [339]

## THEATRE ROYAL, HONGKONG.

Lessee and Manager: MAURICE E. BANDMANN

IMPORTANT ENGAGEMENT OF THE WORLD RENOWNED

## BANDMANN OPERA Co.

UNDER THE PERSONAL DIRECTION OF MAURICE E. BANDMANN.

And by special arrangement with Mr. GEORGE EDWARDS and the Gaiety Theatre, London.

FRIDAY, Feb. 23, and SATURDAY, 24.

The present Great Prices of Wales' Theatre, London, Success, the Excellent Musical Comedy

"LADY MADCAP,"

Still crowding the Prince of Wales' Theatre, London.

MONDAY, Feb. 26, TUESDAY, 27, and WEDNESDAY, 28, NIGHT & MATINEE.

For the first time in the Far East. Production on a most gigantic scale of Mr. BANDMANN's first Calcutta Production

"ALADDIN"

(AND HIS WONDERFUL LAMP).

Written by HICKORY WOOD (author of Drury Lane Pantomimes) Music and Lyrics arranged by Warwick Major. The entire production carried which ran for Ten Nights and Two Matinees at the New Opera House, Calcutta.

SPECIAL MATINEE, Wednesday, Feb. 27, at 3.30, at Popular Prices, \$2, \$1, and 50 cents.

THURSDAY, March 1.

The record of the last London Season, the exceedingly funny Musical Comedy

"THE EARL AND THE GIRL,"

Which ran for 700 Nights at the Lyric and Adelphi Theatres, London.

Prices of Admission \$3, \$2 and \$1.

Seats can now be booked. Plan at the ROBINSON PIANO Co.

Doors Open at 8.30. Commence usual time. Hongkong, 12th February, 1906. [407]

## NOTICES OF FIRMS

## L'URBAINE FIRE INSURANCE CO. OF PARIS.

WE have this day RESIGNED the above AGENCY at this Port of the above Fire Insurance Co.

P. LEMAIRE & Co.,  
Hongkong, 17th February, 1906. [448]

## L'URBAINE FIRE INSURANCE CO. OF PARIS.

HAVING been Appointed, This Day, AGENTS at Hongkong for the above Insurance Co., we are prepared to accept Risks at Current Rates.

MACLEWEN, FRICKEL & Co.,  
3, Duddell Street.  
Hongkong, 17th February, 1906. [449]

## NOTICE.

I HAVE this day SOLD MY BUSINESS to Messrs. CARL W. SMITH & Co.

A. PUSTAU,  
Canton, 1st February, 1906. [437]

## NOTICE.

WE HAVE this day BOUGHT the BUSINESS of A. PUSTAU.

CARL W. SMITH & Co.,  
Canton, 1st February, 1906. [438]

## THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

FROM this date, and during the Absence of Mr. G. L. TOLLIN from the Colony, Mr. C. PEMBERTON has been Appointed ACTING SECRETARY to the Company.

A. G. WOOD,  
Chairman.  
Hongkong, 31st January, 1906. [30]

## THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, 1906, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

THE TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.

By Order

C. PEMBERTON,  
Acting Secretary.  
Hongkong, 10th February, 1906. [399]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on FRIDAY, the 10th February, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,

T. ARNOLD,  
Secretary.  
Hongkong, 16th February, 1906. [424]

## PUBLIC COMPANIES

## GREEN ISLAND CEMENT CO., LD.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the OFFICE of the General Managers, St. George's Buildings, Victoria, on SATURDAY, 24th FEBRUARY, 1906, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend, and electing Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 30th February, until SATURDAY, the 24th February, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 6th February, 1906. [362]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors,

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 2nd February, 1906. [334]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERED SHAREHOLDERS of the Corporation will be CLOSED for SATURDAY, the 10th, to the 24th day of February, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 2nd February, 1906. [333]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 26th FEBRUARY, 1906, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,  
Secretary.  
Hongkong, 1st February, 1906. [319]

## THE HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 3rd MARCH, 1906, at 12.15 P.M. for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1905, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th Feb. to 3rd March, both days inclusive.

By Order of the Board of Directors,

C. MOONEY,  
Secretary.  
Hongkong, 19th February, 1906. [439]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the OFFICES of the COMPANY, King's Buildings, Connaught Road, on WEDNESDAY, the 7th day of MARCH, 1906, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 13th February, 1906. [411]

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the Tenth day of MARCH, 1906, at 12 o'clock NOON, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,

JAMES WHITTALL,  
Secretary.  
Hongkong, 17th February, 1906.

## RESOLUTIONS:

(1) That the Articles of Association of the Company be altered in the following manner—

The following Article shall be substituted for Article 130, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders at the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for by, or presented to, the Shareholders in respect of Article 130 as this day substituted.

430

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. THE HARBOUR MASTER, to sell by Public Auction,

TO-MORROW (THURSDAY), the 22nd February, 1906, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Lee House Street),

Five Cases RIFLES and EXPLOSIVES. N.B.—Inspecting Orders can be had on application at the Government Gunpowder Depot, Green Island.

TERMS.—As usual.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 17th February, 1906. [432]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPT. SUPERINTENDENT OF POLICE, to sell by Public Auction, On MONDAY, the 20th February, 1906, at 11 A.M., at the CENTRAL POLICE STATION'S COMPOUND, SUNDRY OBSOLETE & CONDEMNED STORES.

Comprising—  
RICE, SUGAR, OLD METAL, CLOTHING, &c., &c., &c.

Also  
A QUANTITY OF SILVER, GOLD and DIAMOND JEWELRY.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th February, 1906. [434]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kowloon, in the Colony of Hongkong, for a term of 75 years commencing from the 22nd day of January, 1906, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

[440]

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Area in Sq. Yds.	Annual Rent.	Upst. Price.
1	107	Northam Island, Lot No. 1172.	N. 50° E. W. 100 ft. 100 ft. 100 ft.	3,000	120	7,000

Also 40 acres 225, 1,500

As per plan.

5

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Feng Chau Island, in the Colony of Hongkong, for a term of 75 years.

[441]

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Area.	Annual Rent.	Upst. Price.
1	107	Pring Chau Island, Lot No. 1172.	N. 50° E. W. 100 ft. 100 ft. 100 ft.	3,000	120	7,000

Also 40 acres 225, 1,500

As per plan.

5

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Feng Chau Island, in the Colony of Hongkong, for a term of 75 years.

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As per plan.

5

## MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)  
COAL DEPARTMENT

MARUNO-UCHI, TOKYO.  
Cable Address: "Iwasaki,"  
which applies to all Branch Offices and Hongkong, A1, ABC 5th Edition, Western Union Code used.

All Letters Addressed:—  
MANAGER, MITSU BISHI Co., with name of place under.

BRANCH OFFICES:—  
NAGASAKI, MOJI, KOBE, KARATSU and HANKOW.

AGENCIES:—  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.  
MANILA: MACDONALD & Co.  
CHUNKING: GRADING & Co.  
YOKOHAMA: M. ASADA.



## THE BOVRIL FACTORY.

Some thirteen hundred medical men a short time ago accepted the invitation of Lord Dunsany, as Chairman of Bovril Limited, to visit the London premises of that Company. The visitors were conducted throughout the Factory, and many were the expressions of surprise at its immense size and of pleasure at the spotless cleanliness which pervaded the building. The splendidly equipped laboratories, where all raw materials and finished goods are analysed and research work carried on, were particularly interesting to the doctors, and another matter of peculiar interest to the medical profession was the preparation of the albumen and fibrin of beef without which Bovril would be but little better than Extract of Meat or home-made beef-tea. It is the incorporation of the albumen and fibrin of beef with Extract of Meat which gives Bovril its unique value as a food. The doctors were shown immense vats, each containing the product of over 300 oxen, and some idea of the dimensions of the business may be gained from the fact that in one room alone 150,000 bottles are often turned out in one day, while the floor area of the premises exceeds 150,000 superficial feet. Throughout the whole of the varied processes Bovril is not once touched by hand.

The process of the manufacture of Bovril received a full share of the doctors' attention and the opportunity to ascertain the nature of its composition was much appreciated, since the preparation is now being very largely used as a food in cases of consumption and wasting diseases in over 500 Hospitals and Consumptive Sanatoria.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods. WM. FARLANE, Manager. Hongkong, 18th November, 1901.

## CARTRIDGES.

IMPORTED EVERY MONTH THEREFORE ALWAYS FRESH.

ELLYS, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 28SG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO. Hongkong, 29th November, 1902.

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

DAILY PRESS' OFFICE. The only office in China having European taught workmen Equal to Home work.

## IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry. Sole Importers, General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

## PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs. No. 84, Queen's Road Central.

## STOREKEEPERS.

BISMARCK & CO., Navy Contractors, Ship Chandlers. Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipbuilders, Sailmakers, Precisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants. 57 & 59, Connaught Road, New Praya Central.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I., A.B.C., and Engineering (Wide Used) NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length... 722 feet. Length on Blocks... 714. Width of Entrance on Top... 64. Width of Entrance on Bottom... 83. Water on Blocks at Spring Tide... 34.

DOCK No. 1. Extreme Length... 524 feet. Length on Blocks... 513. Width of Entrance on Top... 88. Width of Entrance on Bottom... 77. Water on Blocks at Spring Tide... 26.

DOCK No. 2. Extreme Length... 371 feet. Length on Blocks... 354. Width of Entrance on Top... 68. Width of Entrance on Bottom... 53. Water on Blocks at Spring Tide... 22.

## PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES for BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand. THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

## NAVAL AND MILITARY.

## BUILDING.

The number of war vessels under construction for Britain, and being built in private yards, is 41, and at Royal Dockyards 8. The total displacement of all is 210,485 tons.

## WIRELESS.

It is stated on good authority that an important invention has been made by an officer in the Atlantic fleet, which, when perfected, will have far-reaching effects on the present system of wireless telegraphy. It is claimed that by the aid of this invention messages transmitted at great distances can be intercepted. The great improvements made in the wireless telegraphy apparatus in the navy, and its proved reliability at distances four or five times as great as those obtained three years ago.

In several instances during the past year authentic messages have been taken in over 300 miles from Poldhu—has led the Admiralty to sanction its issue to cruisers doing duty as tenders to gunnery schools, and also to those in the training squadron. Accordingly the *Thetis* and *Eclips*, belonging to Devonport, have been supplied with complete sets of this apparatus.

## BONDS AS REWARDS.

Mr. Takahashi, the Japanese Financial Commissioner at New York, states that Japan will make grants of bonds of the aggregate value of over £15,000,000 in recognition of services rendered during the war with Russia. These bonds will form part of the new issue of Japanese State bonds, totalling about 215,000,000 dollars (£48,000,000), intended to assist in meeting expenditures incurred in connection with the war.

The remainder of the issue will be made entirely at home, 100,000,000 dollars (£22,000,000) being placed on the market, while £10,000,000 dollars (£2,200,000) will be taken up by the Government Savings Deposit Bureau.

## SWIMMING.

The teaching of swimming forms the substance of a recently issued Admiralty order in which their lordships impress upon commanding officers the importance of taken advantage of every opportunity to provide the necessary instruction in view of the large proportion of men still serving in the fleet who are unable to swim. Instruction is to be given under proper supervision either from the ship or from boats for half an hour daily whenever the state and temperature of the water permit. Advantage should be taken when the ship is in a suitable locality of sending parties of non-swimmers away for instruction. Bathing in the sea should not take place when the temperature of the water is below 53 deg. Fahr., and men under instruction should not remain in the water more than ten minutes at any one time unless the temperature is over 60 deg. Fahr. As a test of ability to swim all men should be expected to swim 100 yards with clothes on. Life-saving should be taught to the more proficient, advanced classes being formed for this purpose as opportunity offers.

## NAVAL EXPENDITURE.

The return for 1904 entitled "Naval Expenditure and Mercantile Marine (Great Britain, etc.), which gives among other matters, the aggregate naval expenditure on the sea-going force of Great Britain and her Colonies, and of other naval Powers, exclusive of China and of the South American Republics, with the aggregate revenue and the aggregate tonnage of the mercantile marine of the various countries, has been issued as a Parliamentary paper. The return shows that the aggregate naval expenditure on the sea-going force of Great Britain during the year ending March 31st, 1905, was £41,695,513, of which £38,243,743 was ordinary expenditure, and £3,451,770 was expenditure under the Naval Works Act, 1903, outside the navy votes. For the same period during 1905 the aggregate tonnage of the mercantile marine, including that of the Channel Islands and the Isle of Man, was 10,554,522, while the aggregate revenue for the year ending March 31st, 1905, was £143,379,404. The navy vote of British India in 1904 was £4,510,000, including £200,000 contribution towards H.M. ships on the East Indian station, of the Australian Commonwealth, £142,951, of New Zealand, £40,742, of Natal, £35,000, of the Cape of Good Hope, £50,000, and of Newfoundland, £4,308, including a contribution in respect of the maintenance of a branch of the Royal Naval Reserve. The Dominion of Canada had no naval expenditure. The aggregate revenue and aggregate mercantile tonnage for the year ending March 31st, 1905, is given as follows:—The aggregate revenue for the year ending March 31st, 1905, was £41,695,513, of which £38,243,743 was ordinary expenditure, and £3,451,770 was expenditure under the Naval Works Act, 1903, outside the navy votes. For the same period during 1905 the aggregate tonnage of the mercantile marine, including that of the Channel Islands and the Isle of Man, was 10,554,522, while the aggregate revenue for the year ending March 31st, 1905, was £143,379,404. 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## SHIPPING.

**ARRIVALS.**  
**ALBERT RICKMERS**, German ship, 1,880, Hake-  
 borch, 19th Feb.—New York 5th Sept.  
 Kerensa, Standard Oil Co.  
**BENGALI**, British ship, 3,665, P. Gibson,  
 n.n.s., 20th Feb.—London via Cebu China,  
 Colombo and Singapore 3rd Jan., General.  
 —Sander, Weller & Co.  
**BORUSSIA**, German ship, 6,961, Ph. Hahn, 20th  
 Feb.—Wilhelmshaven 13th Jan., General.  
 Arms and Troops.—Hamburg-Amerika  
 Linie.  
**CHUNWANG**, British ship, 1,417, R. Cox, 20th  
 February.—Hongkong 17th February, Coal—  
 Jardine, Matheson & Co.  
**DESIDERE**, French gunboat, 20th February,  
 from Canton.  
**EILERSKE**, German ship, 1,949, H. Martens,  
 20th Feb.—Hamburg, Antwerp and Newport  
 18th Dec., Coal and General.—Order.  
**FORMOSA**, British ship, 2,615, B. W. H. Snow,  
 20th Feb.—Hull via Singapore 3rd Feb.,  
 General.—J. & O. S. N. Co.  
**JACO**, Bremen ship, German ship, 623, D.  
 Hark, 19th Feb.—Hainan, Pakhoi and  
 Hoihow 18th Feb., General.—Jensen & Co.

**CLEARANCES.**  
**AT THE HARBOR MASTER'S OFFICE.**  
 February 20th.  
**Fritiof**, Norwegian ship, for Swatow.  
**Kilburn**, British ship, for Hongkong.  
**Prado**, Norwegian ship, for Saigon.  
**Sigvald**, German ship, for Hainan.  
**Silva**, German ship, for Shanghai.  
**Tain-Maru**, Japanese ship, for Singapore.

**DEPARTURES.**  
 February 20th.  
**CHIYEN**, Chinese ship, for Canton.  
**Coptic**, British ship, for San Francisco.  
**Hatching**, British ship, for Coast Ports.  
**HONGKONG**, British ship, for Canton.  
**HANYANG**, British ship, for Shanghai.  
**JAVA**, British ship, for Shanghai.  
**KIONGWA**, German ship, for Bangkok.  
**KWICHOW**, British ship, for Canton.  
**LAUREN**, British ship, for Shanghai.  
**LYMEON**, German ship, for Shanghai.  
**PANHER**, Australian ship, for Macao.  
**SAHAR**, French ship, for Europe.  
**TAKING**, British ship, for Manila.  
**YANGTSE**, British ship, for Shanghai.

**SHIPPING REPORTS.**  
 The British ship *Zofia* reports: Light N.E.  
 winds, fine clear weather, smooth sea all the way  
 across.  
 The British ship *Chunwang* reports: Fine wea-  
 ther, light to moderate winds from E.S.E. to E.  
 Intermittent fogs and smooth sea.

## VESSELS IN DOCK.

February 20th.  
**AFRICKEN DOCKS.**—*Vincel*.  
**KWILSON DOCK.**—U.S.A.T. *Seaward*, *Tyr*,  
*Hyades*, *Vigilante*, H.M.S. *Hecla*, H.M.S.  
*Janus*, *Aperade*, *Empress of Japan*, *Idkai*,  
*Chunwang*, *Idkai*, *Shantung*,  
*Andia*.

## VESSELS ON THE BERTH

**AUSTRIAN LLOYD'S STEAM NAVI-  
 GATION COMPANY.**  
**STEAM TO SHANGHAI, YOKOHAMA  
 AND KOBE.**  
**"PERSIA."**  
 Captain Craglietto, will leave for the above  
 places TO-DAY, the 21st inst., at 10 A.M.  
 For Freight or Passage, apply to  
**SANDER, WELER & CO.,**  
 Agents,  
 Princes' Building,  
 Hongkong, 15th February, 1906. [5]

**THE BROCKLEBANK LINE TO  
 FAR EAST.**  
**STEAM TO SHANGHAI, KOBE AND  
 YOKOHAMA.**  
**"BENGALI."**  
 will leave for the above places TO-MORROW,  
 the 22nd inst., at 10 A.M.  
 For Freight or Passage, apply to  
**SANDER, WELER & CO.,**  
 Agents,  
 Princes' Building,  
 Hongkong, 15th February, 1906. [422]

**BRITISH-INDIA STEAM NAVIGATION  
 COMPANY, LIMITED.**  
**FOR AMOY, STRAITS AND RANGOON.**  
**"PALANQUIN."**  
 Captain T. P. Babb will be despatched as  
 above on SUNDAY, 25th inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 Agents,  
 Hongkong, 19th February, 1906. [445]

**HAMBURG-AMERIKA LINIE.**  
**REGULAR SERVICE TO VLADIVOSTOK.**  
**"SLAVONIA."** Capt. Porzelius 26th Feb.  
 (via Nagasaki).  
**"DAPHNE."** Capt. Schipper 4th Mar.  
 (via Shanghai).  
 The steamers of this line are superior First-Class  
 accommodation for passengers.  
 For Freight and Passage, apply to  
**HAMBURG-AMERIKA LINIE,**  
 Hongkong Office,  
 Hongkong, 15th February, 1906. [426]

**FOR MANILA.**  
**"BERNARDO HERMANOS."**  
 Captain Craglietto, will be despatched as above  
 on or about the 28th inst.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents,  
 Hongkong, 20th February, 1906. [451]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT OF ORIGIN
LONDON & ANTWERP.	GLENNATH	Brit. str.	J. McGilivray
LONDON & ANTWERP.	BENLAW	Brit. str.	W. W. W.
LONDON & ANTWERP.	DEIR	Brit. str.	J. D. Andrews, R.N.R.
AMSTERDAM, LONDON & ANTWERP.	SAINT BENE	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	ACHILLES	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	ALCIBIOS	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	DIOMEDE	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP.	TEUBAL	Brit. str.	1 m.
MARSEILLES, &c., via Ports of Call.	TEUBAL	Brit. str.	1 m.
BRITISH, via Ports of Call.	ZITEN	Ger. str.	1 m.
HAMBURG.	LIBERIA	Ger. str.	1 m.
HAMBURG & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	1 m.
HAMBURG & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	1 m.
HAMBURG & HAMBURG VIA STRAITS, &c.	SALONIA	Ger. str.	1 m.
HAMBURG & HAMBURG VIA STRAITS, &c.	SILEZIA	Ger. str.	1 m.
HAMBURG & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	1 m.
HAMBURG & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	1 m.
TRIESTE, &c., via SINGAPORE, &c.	AUSTRIA	Aus. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL.	PELEUS	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL.	AGAMEMNON	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL.	YEDDO	Brit. str.	1 m.
NEW YORK VIA PORTS & SUEZ CANAL.	ST. GEORGE	Brit. str.	1 m.
NEW YORK.	TARTAR	Brit. str.	1 m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TREMONT	Am. str.	1 m.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	KERUIN	Brit. str.	1 m.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	MINNESOTA	Am. str.	1 m.
SEATTLE VIA SHANGHAI & JAPAN.	ARABIA	Ger. str.	1 m.
PORTLAND, OREGON VIA SHANGHAI, &c.	SEMINOLE	Brit. str.	1 m.
SAN FRANCISCO VIA PORTS.	THINAN	Brit. str.	1 m.
AUSTRALIAN PORTS VIA MANILA.	EASTERN	Brit. str.	1 m.
AUSTRALIAN PORTS VIA MANILA.	WILHELM	Ger. str.	1 m.
AUSTRALIAN PORTS VIA MANILA.	SLAVONIA	Ger. str.	1 m.
VLADIVOSTOK VIA NAGASAKI.	JAVA	Brit. str.	1 m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE.	FOHMOGA	Brit. str.	1 m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE.	YIMAH	Dut. str.	1 m.
JAPAN VIA SHANGHAI.	HUPH	Brit. str.	1 m.
TIENTSIN & CHEFOO.	CHIHU	Brit. str.	1 m.
TIENTSIN.	WOSANG	Brit. str.	1 m.
SHANGHAI, YOKOHAMA & KOBE.	PERIA	Aus. str.	1 m.
SHANGHAI.	KUKIANG	Brit. str.	1 m.
SHANGHAI VIA SWATOW.	YHSANG	Brit. str.	1 m.
SHANGHAI VIA SWATOW, AMOY & POCHOW.	SHOSHU MARU	Jap. str.	1 m.
SHANGHAI, KOBE & YOKOHAMA.	BENGALI	Brit. str.	1 m.
SHANGHAI.	DELTA	Brit. str.	1 m.
SHANGHAI.	HANGKANG	Brit. str.	1 m.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA.	BAIKEN	Ger. str.	1 m.
SHANGHAI VIA SWATOW, AMOY & POCHOW.	ANPING MARU	Jap. str.	1 m.
NINGPO & SHANGHAI.	NINGPO	Brit. str.	1 m.
TAMUI VIA SWATOW & AMOY.	DAIJOI MARU	Jap. str.	1 m.
TAMUI VIA SWATOW & AMOY.	EMPHOR	Ger. str.	1 m.
AMOY, STRAITS & RANGOON.	HUMU	Brit. str.	1 m.
SWATOW & TIENTSIN.	KWICHOW	Brit. str.	1 m.
MANILA.	TEAN	Brit. str.	1 m.
MANILA.	LOONGKANG	Brit. str.	1 m.
MANILA VIA AMOY.	ZAPIRO	Brit. str.	1 m.
MANILA.	F. HERMANOS	Brit. str.	1 m.
MANILA.	RUBI	Brit. str.	1 m.
CEBU & ILOILO.	KAIFONG	Brit. str.	1 m.
CEBU & ILOILO.	SONGKIANG	Brit. str.	1 m.
SANDAKAN.	MAUSANG	Brit. str.	1 m.
SINGAPORE, PENANG & CALCUTTA.	NASSANG	Brit. str.	1 m.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

**PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)**  
 FOR STRAITS  
 \*SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Thursday, 22nd Feb. 3 p.m.  
 \*SHANGHAI VIA SWATOW "YIKSANG" ... Friday, 23rd Feb. Daylight.  
 \*MANILA "LOONGSANG" ... Friday, 23rd Feb. 3 p.m.  
 \*SHANGHAI "MAUSANG" ... Saturday, 24th Feb. 4 p.m.  
 \*SANDAKAN "WOSANG" ... Wednesday, 28th Feb. 3 p.m.  
 \*TIENTSIN "MAUSANG" ... Thursday, 1st Mar. 4 p.m.  
 These steamers have superior accommodation for First-Class Passengers and are fitted  
 throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze  
 Ports.  
 \* Taking Cargo on Through Bills of Lading to Kndat, Lahad Datu, Simporna, Tawau,  
 Usukan, Jesselton and Labuan.  
 For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS. 18  
 Hongkong, 20th February, 1906.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

**LUXURY—SPEED—PUNCTUALITY.**  
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
 2 Days across the Pacific is the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel  
 12 DAYS YOKOHAMA TO VANCOUVER.  
 21 DAYS HONGKONG TO VANCOUVER.  
**PROPOSED SAILINGS. (Subject to Alteration.)**  
 R.M.S. "TARTAR" 4,425 Tons LEAVE HONGKONG ARRIVE VANCOUVER  
 "EMPEROR OF JAPAN" 6,000 " WEDNESDAY, 21st Feb. 17th Mar.  
 "EMPEROR OF CHINA" 6,000 " WEDNESDAY, 7th Mar. 28th Mar.  
 "EMPEROR OF INDIA" 6,000 " WEDNESDAY, 28th Mar. 18th April.  
 "EMPEROR OF CHINA" 6,000 " WEDNESDAY, 11th April 5th May.  
 "EMPEROR OF INDIA" 6,000 " WEDNESDAY, 18th April 9th May.  
 These steamers have superior accommodation for First-Class Passengers and are fitted  
 throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze  
 Ports.  
 \* Taking Cargo on Through Bills of Lading to Kndat, Lahad Datu, Simporna, Tawau,  
 Usukan, Jesselton and Labuan.  
 For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS. 18  
 Hongkong, 20th February, 1906.

**THE SHANGHAI, NAGASAKI THROUGH THE INLAND SEA OF JAPAN, COBE,  
 YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIA  
 OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT  
 CHANGE.**  
 Hongkong to London, 1st Class, via St. Lawrence 200; via New York 262.  
 Intermediate on Steamers } " 249, " " 242.  
 and last Class Rail }  
 E.M.S. "TARTAR" and "ATHENIAN" carry "Intercontinental" passengers only  
 into immediate rates, affording superior accommodation for that class.  
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS,  
 equipped with CIRCULATING LIBRARY, MUSIC, SMOKE ROOMS, BARBER  
 SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo,  
 and PARCELS carried at low rates to all points of U.S.A. in connection with the Great  
 Northern and Northern Pacific Express Companies.  
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between  
 the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-  
 CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the  
 For Freight or Passage, apply to

**GREAT NORTHERN  
 STEAMSHIP COMPANY**  
**FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND  
 YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).**  
**"THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,  
 "MINNESOTA" AND "DAKOTA"  
 (EACH TONS 20,718 GROSS REG.)**  
 Will be despatched from HONGKONG as follows:  
 "MINNESOTA," Captain J. H. RINDER, ON THURSDAY, 15th MARCH, 1906.  
 "DAKOTA," Captain E. FRANKS, ON MONDAY, 23rd APRIL, 1906.  
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points  
 Also Passengers to the United States, Europe, &c.  
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS,  
 equipped with CIRCULATING LIBRARY, MUSIC, SMOKE ROOMS, BARBER  
 SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo,  
 and PARCELS carried at low rates to all points of U.S.A. in connection with the Great  
 Northern and Northern Pacific Express Companies.  
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between  
 the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-  
 CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the  
 For Freight or Passage, apply to

**NIPPON YUSEN KAISHA,  
 AGENTS.**  
 Hongkong, 20th December, 1905. [20]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

**SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
 OPERATING IN  
 CONNECTION WITH THE  
 STEAMSHIP**  
**"ARABIA" 4,483 Tons METZENTH** TO SAIL 5 P.M., ON  
**"ARAGONIA" 5,108 Tons ERST** February 22nd, 1906.  
**"NICOMEDIA" 4,370 Tons WAGOMAR** March 11th, 1906.  
**"NUMANTIA" 4,370 Tons FELDMEIN** March 23rd, 1906.  
 Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and  
 United States Ports. For further rates of Freight and further information, communicate  
 with or apply to  
**S. SILVERSTONE, Acting General Agent.**  
 Hongkong, 1st February, 1906. [13]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
 Hongkong and Manila, Saloon amidships. Electric Light Perfect  
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
 date arrangements for comfort of Passengers.  
**CHINA AND MANILA  
 STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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ZAPIRO	2540	R. Rodger	Manila via Amoy.	On 23rd Feb. 10 A.M.
RUBI	2540	R. Almond	Manila.	On 3rd Mar. NOON.

For Freight or Passage apply to  
**SEHWAN, TOMES & CO.,**  
 GENERAL MANAGERS. [15]  
 Hongkong, 19th February, 1906.

## HONGKONG-NEW YORK.

**AMERICAN ASIATIC STEAMSHIP COMPANY.**  
**FOR NEW YORK VIA PORTS AND SUEZ  
 CANAL.**

S.S. (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 For Freight and further information apply to  
**SEHWAN, TOMES & CO.,**  
 GENERAL AGENTS [19]  
 Hongkong, 11th December, 1905.

## HAMBURG-AMERIKA LINIE

**OSTASIATISCHER DIENST.**  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
 LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
 LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
**SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVE and HAMBURG	On 23rd Feb. Freight.
Capt. Müller	(Calling at Singapore, Penang and Colombo)	
LIBERIA	HAMBURG	On 27th Feb. Freight.
Capt. Kier	(Calling at Singapore)	
SAMBIA	HAVE, BREMEN and P. AMBURG	On 7th Mar. Freight.
Capt. Ehlers	(Calling at Singapore, Penang and Colombo)	
SAXONIA	HAVE and HAMBURG	On 21st Mar. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	
SILEZIA	HAVE and HAMBURG	On 4th April Freight & Passengers.
Capt. Bable	(Calling at Singapore, Penang and Colombo)	
SENEGAMBIA	HAVE and HAMBURG	On 18th April Freight.
Capt. Peter	(Calling at Singapore, Penang and Colombo)	
SEGOVIA	HAVE and HAMBURG	On 2nd May. Freight.
Capt. Schönfeldt	(Calling at Singapore, Penang and Colombo)	

\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
 steamer. Saloon and cabins, amidships. Lighted throughout by electricity. Duly qualified  
 doctor and stewardess are carried.  
 For Further Particulars apply to  
**HAMBURG-AMERIKA LINIE**  
**HONGKONG OFFICE, King's Building,**

## VESSELS ON THE BERTH

**REGULAR  
 STEAMSHIP SERVICE TO NEW  
 YORK.**  
**VIA PORTS AND SUEZ CANAL**  
 (WITH LIBERTY TO CALL AT MALABAR  
 COAST).  
**PROPOSED SAILINGS FROM HONGKONG.**  
 1905. About  
 "ST. GEORGE" ... 24th Feb.  
 "SHIMOSA" ... to follow.  
 For Freight and further information, apply to  
**DODWELL & CO. LD.,**  
 Agents.  
 Hongkong, 12th January, 1906. 2105-2135

**"GLEN" LINE OF STEAMERS.**  
**FOR LONDON AND ANTWERP.**  
**THE Steamship**  
 "GLENSTRAE,"  
 Captain J. McGilivray, will be despatched as  
 above on or about WEDNESDAY, the 21st  
 inst.  
 For Freight or Passage, apply to  
**McGREGOR BROS. & GOW,**  
 Hongkong, 18th February, 1906. 307

**THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUS-  
 TRALIA, INDIA, ADEN, EGYPT,  
 MEDITERRANEAN PORTS.**  
**PLYMOUTH AND LONDON.**  
 THROUGH BILLS OF LADING ISSUED FOR  
 EASTAFIA, PERSIAN GULF, CONTINENTAL,  
 AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
 "DELHI,"  
 Captain J. D. Andrews, carrying His  
 Majesty's Mail, will be despatched from this  
 Bombay on SATURDAY, the 24th February,  
 at Noon, taking passengers and cargo for the  
 above ports in connection with the Company's  
 ss. *Maldavia*, 9,500 tons, from Colombo,  
 Passengers' accommodation in which vessel is  
 secured before departure from Hongkong.  
 Silk and Valuable, all cargo for France, and  
 Tea for London (under arrangement) will be  
 transhipped at Colombo to the mail steamer  
 proceeding direct to Marseilles and London;  
 other cargo for London, &c., will be conveyed  
 from Bombay by the *R.M.S. Macedonia*, due  
 in London on 7th April.  
 Parcels will be received at this Office until  
 4 p.m. the day before sailing. The contents  
 and value of all packages are required.  
 For further particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 12th February, 1906. [1]

**EASTERN AND AUSTRALIAN STEAM  
 SHIP COMPANY, LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
 (Calling at MANILA, PORT DARWIN and  
 QUEENSLAND PORTS, and taking through  
 Cargo to ADELAIDE, NEW ZEALAND,  
 TASMANIA, &c.)  
**THE Steamship**  
 "EASTERN,"  
 Captain Powell, will be despatched for the above  
 Ports on SATURDAY, the 3rd March, at Noon.  
 This well-known Steamer is specially fitted  
 for Passengers, and has a Refrigerating Cham-  
 ber, which ensures the supply of Fresh Pro-  
 visions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with  
 the Electric Light.  
 A Stewardess and a duly qualified Surgeon  
 are carried.  
 N.B.—To assure the additional comfort of  
 passengers the steamers of the Company have  
 electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents,  
 Hongkong, 1st February, 1906. [324]

**COMPAGNIE DES MESSAGERIES  
 MARITIMES.**  
**FRENCH MAIL STEAMERS.**  
**STEAM FOR SAIGON,  
 SINGAPORE, BATAVIA,  
 COLOMBO, INDIA, ADEN,  
 DUBAI, SUEZ, EGYPT,  
 MARSEILLES, LONDON,  
 HAVRE, BORDEAUX,  
 MEDITERRANEAN  
 AND BLACK SEA PORTS.**

**THE Steamship**  
 "TOURANE,"  
 Captain Girard, will be despatched for  
 MARSEILLES on TUESDAY, the 6th  
 March, at 1 P.M.  
 This Steamer connects at Colombo with the  
 Australian line as *Australia* bound for  
 Marseilles via ROMBA and Aden.  
 Passage tickets and through Bills of Lading  
 issued for above ports.  
 Cargo also booked for principal places in  
 Europe.  
 Next sailings will be as follows:  
 S.S. "OCEANIAN" ... 20th Mar.  
 S.S. "TOKIN" ... 3rd April.  
 S.S. "ARMAND REIGN" ... 17th April.  
 S.S. "ELVEST SIMONS" ... 1st May.  
 S.S. "POLYNESIE" ... 15th May.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 20th February, 1906. [2]

**HONGKONG-MACAO LINE**  
 S.S. "WING CHAI,"  
 Captain T. Austin, R.N.R.  
 This Steamer departs from Hongkong on  
 Week Days, at 8 A.M., and on Sundays  
 at 8.30 A.M.; Departs from Macao on Week Days  
 at 2.30 P.M. and on Sundays at 5.30 P.M. if  
 tide permits.  
 FARES—(week days) 1st Class (including cabin  
 and servant), Single 85, Return Ticket 155  
 2nd Class 55, 3rd Class 40 cents.  
 Every Sunday will be an Excursion, at the  
 following rates:  
 1st and 2nd Class, Single Ticket 81, Return  
 150 cents, Steamer 10 cents.  
 Meals can be had on board.  
 Tiffin and Dinner can be supplied either on  
 board, or at the Muen Hotel, for returning  
 Passengers only, at an extra charge of \$2.  
 On Sundays, Passengers desiring to have a  
 Private Cabin, which has accommodation for  
 two or more Passengers, will be charged 83  
 extra.  
 First Class Passengers who do not care to  
 return on the Excursion Sunday, will be allowed  
 to do so the following day (Monday) on pro-  
 duction of the Return Ticket. Should the  
 Steamer not run on the Monday, owing to bad  
 Boiler cleaning, due notice will be given by the  
 Captain, and the Half ticket will be available  
 for the following day.  
 The Steamer is lit throughout by Electricity  
 The Steamer's Wharf at Hongkong is at the  
 Western end of Wing Lok Street.  
**WING ON & CO.**  
 2nd Floor, 16, Victor Street,  
 Hongkong, 7th October, 1904. [21]



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HAWAIIAN PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DIOMED"	On 27th February.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th March.	
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th March.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 17th March.	
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.	
<b>HOMEWARDS.</b>			
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.	
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.	
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.	
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.	

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"KEEMUN"	On 19th March.	
HAWAII	"KANFA"	On 25th February.	
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KANFA"	On 25th February.	

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"KIU KIANG"	On 21st February.	
TSINGTAO and CHEFOO	"HUPEH"	On 23rd February.	
TIENHSIN	"CHIHIL"	On 23rd February.	
SWATOW and TIENTSIN	"KWEICHOW"	On 24th February.	
NINGPO and SHANGHAI	"NINGPO"	On 24th February.	
MANILA	"TEAN"	On 27th February.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KAIFONG"	On 6th March.	
CEBU and ILOILO	"SUNGKIANG"	On 6th March.	

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 20th February, 1906.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
YOKOHAMA via SHANGHAI, JAVA	"S. Barchan"	About 20th February	Freight and Passage.
MOJI, KOBE & YOKOHAMA	"FORMOSA"	About 23rd February	Freight and Passage.
SHANGHAI	"DELTA"	About 23rd February	Freight and Passage.
LONDON &c, via USUAL PORTS	"DELHI"	Noon, 24th February	See Special of Call.

Hongkong, 18th February, 1906.  
E. A. HEWETT, Superintendent.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUI via SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 25th Feb.	
TAMUI via SWATOW and AMOI	"DAIJI MARU"	SUNDAY, 4th Mar.	
SHANGHAI via SWATOW, AMOI and FOCHOW	"SHOCHU MARU"	THURSDAY, 22nd Feb.	
SHANGHAI via SWATOW, AMOI and FOCHOW	"ANPING MARU"	THURSDAY, 8th Mar.	
ANPING via SWATOW and AMOI	"PRITHJOE"	WEDNESDAY, 21st Feb.	

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.  
Hongkong, 19th February, 1906.  
T. ARIMA, Manager.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
TRENTON	9,606	T. W. Garlick	On 26th February.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARD.  
The twin-screw s.s. "TRENTON" and "TACOMA" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.

QUEEN'S BUILDINGS.  
Hongkong, 12th January, 1906.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
SAILING DATES.

STEAMERS	DATE
ZIETEN	28th February
PRINZESS ALICE	14th March
WEDNESDAY	28th March
WEDNESDAY	11th April
WEDNESDAY	25th April
WEDNESDAY	9th May
WEDNESDAY	23rd May
WEDNESDAY	6th June

ON WEDNESDAY, the 28th day of FEBRUARY, 1906, at Noon, the Steamship  
"ZIETEN," Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 26th February. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 27th February.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	142 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ  
VIA NAPLES, GENOA OR GIBRALTAR  
return 115 0 0 79 0 0 47 0 0  
88 0 0 46 0 0 27 0 0

VIA BREMEN OR SOUTHAMPTON  
return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUJI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).  
SAILING DATES

STEAMERS	DATE
WILLEHAD	TUESDAY, 6th March.
PRINZ WALDEMAR	TU-SOAY, 3rd April.
PRINZ SIGISMUND	TUESDAY, 1st May.

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD,"  
Captain Obenauer, with Mails, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.10	\$18.10	\$14.00
TO BRISBANE	\$20.00	\$14.00	\$10.00
TO SYDNEY	\$23.00	\$15.00	\$11.00
TO MELBOURNE	\$24.10	\$16.00	\$12.00
TO YOKOHAMA	\$30.00	\$20.00	\$14.00
TO KOBE	\$35.00	\$25.00	\$17.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$70.00

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

# EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, DAYERN ... Friday, 2nd March.  
HIOGO & YOKOHAMA ... Wednesday, 14th March.  
YOKOHAMA and KOBE ... Wednesday, 14th March.  
SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD ... Wednesday, 14th March.  
KOBE & YOKOHAMA ... Wednesday, 14th March.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. O. & S.S. Co.  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	\$62. 0. 0.	\$42. 0. 0.	\$27. 0. 0.
To Bremen	\$63. 10. 0.	\$43. 0. 0.	\$28. 0. 0.
To Paris via Cherbourg	\$65. 0. 0.	\$45. 0. 0.	\$29. 0. 0.
To Naples, Genoa via Gibraltar	\$65. 0. 0.	\$45. 0. 0.	\$29. 0. 0.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 1st February, 1906.

# A. LING & CO., FURNITURE STORE, PLATED GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LAVENDER WARE. 63, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903. [2355]

# SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 2174

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR

**MARSEILLES AND LONDON.**

TAKING PASSENGERS ALSO FOR  
**COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.**  
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
DELHI ... 8000	Feb. 24	MOLDAVIA ... 10000	Mar. 24	Mar. 30
DONGOLA ... 8000	Mar. 10	MONGOLIA ... 10000	Apr. 7	Apr. 13
DELTA ... 8000	Mar. 24	MOOLTAN ... 10000	Apr. 21	Apr. 27
CEANA ... 7000	Apr. 7	MARMORA ... 10000	May 5	May 11
ARCADIA ... 7000	Apr. 21	VICTORIA ... 7000	May 20	May 26
DEVANHA ... 8000	May 5	HIMALAYA ... 7000	June 3	June 9
DELHI ... 8000	May 19	INDIA ... 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express  
Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time  
of booking.

In addition to the above Mail Steamers the following—  
**INTERMEDIATE (non-transshipment) STEAMERS**  
WILL LEAVE FOR

**LONDON.**  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Leave SINGAPORE	Due at LONDON
JAPAN ... 4500	Feb. 14	Feb. 23	Mar. 31
SUMATRA ... 4500	Feb. 25	Mar. 5	Apr. 14
SUMATRA ... 4500	Mar. 14	Mar. 23	Apr. 30
JAVA ... 4500	Mar. 23	Apr. 6	May 13
FORMOSA ... 4500	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malacca or Marseilles.  
"SUMATRA" and "JAPAN" call at MARSEILLES.  
"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 8th January, 1906.

# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
TJILIWONG	JAPAN	Second half of February	JAVA PORTS	Second half of February
TJIPANAS	JAVA	First half of March	JAPAN via SHANGHAI	Second half of March
TJILATJAP	JAPAN	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.**  
York Buildings, 1st Floor.  
Hongkong, 9th February, 1906.

Telephone No. 375. [16]

# VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE.  
FOR BOSTON AND NEW YORK.  
With liberty to call at the Malabar Coast.

THE Steamship  
"YEDDO,"  
Captain Baird, will be despatched for the  
above Ports on or about TUESDAY, 27th inst.  
For Freight, apply to  
**ARNHOLD, KARBURG & CO.,**  
Agents.  
Hongkong, 7th February, 1906. [177]

# AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
CALLING AT SINGAPORE, PENANG,  
RANGOON, COLOMBO, BOMBAY,  
KARACHI, ADEN, SUEZ AND PORT  
SAID.

(Taking Cargo at through rates to the Brazils,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS).

THE Company's Steamship  
"AUSTRIA,"  
Captain Colledani, will be despatched as above  
on MONDAY, the 5th March.

This Steamer has splendid accommodation for  
passengers, electric light and carries a doctor  
and stewardess.

For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings.  
Hongkong, 2nd February, 1906. [13]

# ON SALE.

A TABLE OF THE  
**RATES OF EXCHANGE AT  
HONGKONG**  
for Demand Drafts on London on the day of or  
preceding the Departure of the English Mails  
also Table of Yearly Approximate Averages  
FOR 31 YEARS.

FROM  
1874 TO 1904.  
Price 32 Cash. On Sale at the "DAILY  
PRESS" OFFICE, or Local Booksellers.  
Hongkong, 11th May, 1905.

# MAP OF THE SIKIANG or WEST RIVER.

From Hongkong to WUCHOWFU,  
Showing the Ports and Calling Places  
Opened to Foreign Trade, 1897.  
Published at Daily Press Office.  
Price 25 Cents Cash.  
Hongkong, 1st April, 1897.

# THE UNRIVALLED KILLER. KEATING'S POWDER.

FATAL TO INSECT LIFE.  
Harmless to Everything Else.  
Said in Time and Bottle only.  
Be quite sure you get KEATING'S.  
IT KILLS  
FLEAS, BEETLES, BUGS, FLIES.

60  
NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailing from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED.**  
General Agents for China and Japan  
Hongkong, 4th August, 1898.

8

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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## POST OFFICE NOTICES.

The Delta, with the English mail of the 26th January, left Singapore on Sunday, the 18th inst., at 8 a.m., and may be expected here on or about Friday, the 23rd inst., at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 26th December, and the parcel mails closed in London for despatch by the all sea route on the 17th January, and for despatch overland on the 24th January.

The Sibaria, with the American mail is expected to leave Shanghai on Wednesday, the 21st inst., at 10 p.m., and may be expected here on or about Friday, the 23rd inst.

A Mail for MACAO, is despatched per s.s. Wingchai on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for \*CANTON, NAMTAC, SANBUE, \*KUMMOON, \*KUMHUK, \*SAMSHUI, and \*WUCHOW are closed every week-day, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to those places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Tartar	Wednesday, 21st, 11.00 A.M.
Manila	Hongkong	Wednesday, 21st, 1.15 P.M.
Shanghai, Yokohama and Kobe	Kiunging	Wednesday, 21st, 3.00 P.M.
Kobe, Yokohama and Kobe	Peria	Wednesday, 21st, 3.00 P.M.
Singapore	Thyra	Wednesday, 21st, 4.00 P.M.
Hongkong and Pakhoi	Antenor	Wednesday, 21st, 4.00 P.M.
Shanghai, Kobe and Yokohama	Apennine	Thursday, 22nd, 9.00 A.M.
Macao	Hongkong	Thursday, 22nd, 1.15 P.M.
Singapore, Penang and Calcutta	Namany	Thursday, 22nd, 2.00 P.M.
Taipei and Chefoo	Haplo	Thursday, 22nd, 3.00 P.M.
Kobe, Yokohama and Portland	Arctica	Thursday, 22nd, 4.00 P.M.
Swatow and Shanghai	Zafro	Friday, 23rd, 8.00 A.M.
Amoy and Manila	Hainan	Friday, 23rd, 9.00 A.M.
Macao	Hongkong	Friday, 23rd, 1.15 P.M.
Taipei	Chihli	Friday, 23rd, 3.00 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide and Perth	Yasaka Maru	Friday, 23rd, 3.00 P.M.

## TO-DAY.

Hongkong Amateur Dramatic Club, City Hall, 9 p.m.

## COMMERCIAL.

## CLO SINGQUOTATIONS

ON LONDON.	February 20th.
Telegraphic Transfer	201 1/2
Bank Bills, on demand	201 1/2
Bank Bills, at 30 days sight	201 1/2
Bank Bills, at 4 months sight	201 1/2
Credit, at 4 months sight	201 1/2
Documentary Bills, at 4 months sight	201 1/2
ON PARIS.	February 20th.
Bank Bills, on demand	201 1/2
Credit, at 4 months sight	201 1/2
ON NEW YORK.	February 20th.
Bank Bills, on demand	50 1/2
Credit, at 60 days sight	51 1/2
ON HONGKONG.	February 20th.
Telegraphic Transfer	154
Bank, on demand	154
ON CALCUTTA.	February 20th.
Telegraphic Transfer	154
Bank, on demand	154
ON SHANGHAI.	February 20th.
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA.	February 20th.
On demand	101 1/2
ON MANILA.	February 20th.
On demand	101 1/2
ON SINGAPORE.	February 20th.
On demand	11 1/2
ON BATAVIA.	February 20th.
On demand	12 1/2
ON HAITHONG.	February 20th.
On demand	21 1/2
ON SAIGON.	February 20th.
On demand	21 1/2
ON BANGKOK.	February 20th.
On demand	61 1/2
Sovereigns, Bank's Buying Rate	9.00
Gold Leaf, 100 fine, per tola	50.50
BAR SILVER, per oz.	31 1/2

## OPIUM.

Quotations are—	Allow 1/2 cent to 1 cent.
Malwa New	1010 1/2
Malwa Old	1070 1/2
Malwa Older	1130 1/2
Malwa V. Old	1200 1/2
Persian fine quality	1110 1/2
Persian extra fine	1150 1/2
Patna New	1800 1/2
Patna Old	1850 1/2
Bombay New	1825 1/2
Bombay Old	1815 1/2

## VESSELS EXPECTED.

THE ENGLISH MAIL.  
The P. & O. str. Delta left Singapore for this port on the 18th Feb., at 8 a.m., and is due here on the 23rd Feb., about 8 a.m.

THE AMERICAN MAIL.  
The P.M. str. Sibaria is expected to leave from 8 a.m. on the 21st Feb., at 10 p.m., making her due at this port on or about Friday night.

The T.K.K. str. Amoy Maru left Yokohama on the 19th Feb., and is expected to arrive here on or about the 23rd Feb.

The I.G.M. str. Zulu left Kobe via Nagasaki and Shanghai on Sunday, the 19th Feb., and may be expected to arrive here on or about Tuesday, the 27th Feb.

The I.G.M. str. Bayern will leave Colombo on the 21st Feb. (being delayed for 4 days owing to late arrival).

THE MERCHANT STEAMERS.  
The str. Bengali left Singapore on the 14th Feb., and is expected here today.

The str. Rangoon left Singapore on Wednesday, the 14th Feb., and is due here today.

The str. Arratoon Apar, from Calcutta, left Singapore on the 15th Feb., and may be expected here on or about the 23rd Feb.

The J.C.J. Lin str. Thilong left Kobe via Moji and Amoy for this port on the 14th Feb., and may be expected here on or about the 24th Feb.

The N.Y.K. str. Den of Matsue, from London, S. & left Singapore for this port on the 19th Feb., and is expected to arrive here on the 25th Feb.

The G.N. str. Mitsuoka, from Seattle, arrived at Yokohama on Friday, the 16th Feb., at 9 p.m. The Boston S.S. Co.'s str. Tremont sailed from Shanghai on the 10th Feb. for Hongkong and Manila.

The C.N. str. Changsha, from Australia, port, left Thursday Island on the 16th Feb., and is due here on or about the 2nd March.

The P. & A. str. Nipponia left Portland on the 13th Feb., and should arrive in Hongkong about the 13th March.

The Barler Line str. Satsuma sailed from New York for China and Japan on the 28th Jan. The Boston Tea Boat Co.'s str. Liza sailed from Puget Sound for Hongkong via usual ports on the 18th Feb.

STEAMERS PASSED THE CANAL.  
Jan 28th—Amoy, Bengale, Diodora, Choo, Longon, 50th—Savonia, Fialda, Hall, Glenora, Afton, P. ace, Borussia, Den of Kelly, Den of Matsue, Feb. 2—Agamemnon, Tydus, Dacia, Heliopolis, 6th—Benedict, Bonaventura, Nere, Merionellus, 8th—Bodra, Budava, Limoo, Mersell, 9th—Bayern, Nubia, Temok, Tonkin, Vandalia, 13th—Needles, Palawan, Senevanda, Silverdawn, Trave, 16th—Domeneus, Mediana, Polynaria, Ulysses.

ARRIVAL AT HOME.  
Feb. 16th—Gneiss.

## JOINT STOCK SHARES.

Hongkong, February 20th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Danks—		
Hongkong & Shanghai	\$125	\$89 1/2, sellers
National B. of China	46	\$38, buyers
A. Shares	12 1/2	\$30, sellers
Bell's Amoy Dock	12 1/2	\$30, sellers
China-Borneo Co.	10	\$10, sellers
China Light & P. Co.	10	\$10, sellers
China Provident	10	\$10, sellers
Cotton Mills—		
Hongkong	150	Tls. 54, buyers
International	150	Tls. 40, buyers
Laon Kung Mow	100	Tls. 60, buyers
Soyabean	150	Tls. 250, buyers
Dairy Farm	30	\$16 1/2, sellers
Docks and Wharves—		
Faraham & Co.	100	Tls. 124, buyers
H. & K. Wharf & G.	50	\$107, sellers
H. & W. Dock	50	\$164, sellers
New Amoy Dock	100	\$17, buyers
Shai & H. Wharf	100	Tls. 230, sellers
Fenwick & Co., Geo.	25	\$21, buyers
G. Island Cement	410	\$32, buyers
Hongkong & C. Gas	410	\$17 1/2, buyers
Hongkong Electric	410	\$101, buyers
Do, New	410	\$154, buyers
Hongkong Hotel Co.	50	\$210, buyers
Hongkong Ice Co.	25	\$230, buyers & d.
Hongkong Rope Co.	50	\$152, buyers
H. & K. Waterboat	410	\$12, sellers
Insurance—		
Canton	50	\$335, buyers
China Fire	20	\$88, buyers
China Traders	25	\$92, buyers
Hongkong Fire	50	\$320, buyers
North China	25	Tls. 92, buyers
Union	100	\$740, buyers
Yangtze	50	\$175, buyers
Land and Building—		
Hongkong Land	100	\$120, sellers
Humphrey's Estate	10	\$117 1/2, sales ex. d.
Kowloon Land & B.	50	\$37, sellers
Shanghai Land	10	Tls. 115, buyers
Westpoint Building	50	\$53, sellers
Mining—		
Charbonnages	250	\$490, buyers
Raube	13 1/2	\$3.50, sellers
Philippine Co.	10	\$5, buyers
Refineries—		
China Sugar	100	\$215, buyers
Luon Sugar	100	\$40, buyers
Steamship Companies—		
China and Manila	25	\$12, buyers
Douglas Steamship	50	\$40, buyers
H. & K. Wharf & G.	15	\$25, sellers ex. d.
Indo-China S.N. Co.	410	\$97, buyers
Shell Transport Co.	41	\$23 1/2, sellers
Do, Preference	41	\$3.00, buyers
Do, Ordinary	41	\$3.00, buyers
Shanghai & H. Dyming	50	\$23, sellers
South China M. Post	25	\$20, sellers
Steam Laundry Co.	5	\$7, buyers
Do	5	\$7, buyers
Stores & Dispensaries		
Campbell, M. & Co.	10	\$36, buyers
Powell & Co., Wm.	10	\$11, sales
Watkins	10	\$6, sellers
Watson & Co., A. S.	10	\$13, sellers
United Asbestos	4	\$9, buyers
Do, Founders	10	\$160, buyers

## BANKS

**HONGKONG SAVINGS BANK.**  
The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 1st May, 1902.

**THE BANK OF TAIWAN LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)  
CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... 2,500,000  
HEAD OFFICE: TAIPEI, FORMOSA.  
BRANCHES AND AGENTS:  
Amoy, Kobe, Nagasaki, Tientsin, Anping, Osaka, Yokohama, Fookow, Shanghai, Keelung.

**HONGKONG OFFICE:**  
3, DES VOUX ROAD.  
Interest allowed on Current Account.  
Deposits received on terms which may be learned on application.  
S. SHIGENAGA, Manager.  
Hongkong, 1st November, 1904.

**INTERNATIONAL BANKING CORPORATION.**  
Fiscal Agents of the United States in China and the Philippine Islands and the Republic of Panama.  
CAPITAL AND SURPLUS ..... Gold \$10,000,000  
CAPITAL PAID UP ..... Gold \$3,250,000  
RESERVE FUND ..... Gold \$3,250,000  
HEAD OFFICE: NEW YORK.  
LONDON OFFICE: Threadneedle House, E.C.  
Branches and Agents all over the World.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
UNION OF LONDON AND SMITH'S BANK, LIMITED.  
BRITISH LINEN COMPANY BANK.  
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—  
For 12 months 4 1/2 per cent. per annum.  
For 6 months 4 per cent. per annum.  
For 3 months 3 1/2 per cent. per annum.  
For 1 month 3 per cent. per annum.  
H. PINCKNEY, Manager.  
9, Queen's Road, Central, Hongkong, 20th September, 1905.

## BANKS

**DEUTSCH-ASIATISCHE BANK.**  
AUTHORIZED CAPITAL ..... Sh. Tals 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.  
Founded by the following Banks and Bankers:  
KORNICHOV SEERHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.  
DIREKTION DER DISCONTO-GESELLSCHAFT  
DEUTSCHE BANK  
S. BLEICHROEDER  
BERLINER HANDELS-GESELLSCHAFT  
BANK FÜR HANDEL UND INDUSTRIE  
ROBERT WAISCHAUER & CO.  
MÜNCHEN  
M. A. VON ROTHSCHILD & SOHN  
JACOB S. H. STERN  
NORDEUTSCHE BANK IN HAMBURG, HAMBURG  
SAL. OPPENHEIM, JR. & CO., KÖLN.  
BAYERISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Son;  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENTS  
DIREKTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
HUGO SUTER, Chief Manager.  
Hongkong 9th September, 1905.

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
AUTHORIZED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... 1,250,000  
PAID-UP ..... 500,000  
RESERVE FUND ..... 110,000  
LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.  
On Fixed Deposits:—  
For 12 months 4 1/2 per cent.  
For 6 months 4 per cent.  
For 3 months 3 1/2 per cent.  
For 1 month 3 per cent.  
H. A. LINTON, Acting Manager.  
Hongkong, 30th June, 1905.

**THE YOKOHAMA SPECIE BANK LIMITED.**  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,940,000  
HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENTS:  
Tokyo, Osaka, Kobe, Nagasaki, Yokohama, London, Hongkong, Shanghai, San Francisco, Tientsin, Hankow, Peking, Chefoo, Tieling, Port Arthur.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LIMITED  
FAIRBANKS BANK, LIMITED.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits for 12 months 5 1/2 per cent.  
" " " 6 " 4 1/2 " "  
" " " 3 " 3 1/2 " "  
" " " 1 " 3 " "  
"TAKEO TAKAMICHI," Manager.  
Hongkong, 22nd May, 1905.

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.  
CAPITAL PAID-UP ..... £200,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... £200,000  
RESERVE FUND ..... £275,000  
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.  
On Fixed Deposits for 12 months 4 per cent.  
" " " 6 " 3 1/2 " "  
" " " 3 " 3 " "  
" " " 1 " 2 1/2 " "  
T. P. COCHRANE, Manager.  
Hongkong, 18th May, 1905.

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
STERLING RESERVE ..... \$10,000,000  
SILVER RESERVE ..... \$5,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000  
COURT OF DIRECTORS:  
H. A. W. SLADE, Esq.—Chairman.  
A. HADY, Esq.—Deputy Chairman.  
Hon. C. W. Dickinson, Esq.  
E. Goetz, Esq.  
C. R. Lehmann, Esq.  
G. H. Melhuish, Esq.  
A. J. Raymond, Esq.  
J. F. Salinger, Esq.  
E. Shellim, Esq.  
N. A. Siebs, Esq.  
Hon. R. Sheehan.  
CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. Hunter.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months 2 1/2 per cent. per annum.  
For 6 months 3 1/2 per cent. per annum.  
For 12 months 4 per cent. per annum.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 16th November, 1905.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.  
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.  
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lousius.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.  
S.S. "HEUNGSHAN," 1,938 tons, Captain G. F. Morrison, R.N.R.  
Departures from Hongkong to Macao on week-days at 2 p.m. Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 8 a.m.

## HONGKONG-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.  
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.  
S.S. "SAINAM," 558 tons, Captain J. Wilcox.  
S.S. "NANNING," 569 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.**  
Hotel Mansions (First Floor), opposite the Hongkong Hotel;  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LD.

**CANTON-WUCHOW LINE.**  
S.S. "SAINAM," 558 tons, Captain J. Wilcox.  
S.S. "NANNING," 569 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.**  
Hotel Mansions (First Floor), opposite the Hongkong Hotel;  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LD.

NOTICES TO CONSIGNEES.  
BOSTON TOWBOAT COMPANY.  
NOTICE TO CONSIGNEES.  
STEAMSHIP "HYADES."  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI AND SHANGHAI.  
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
DODWELL & CO., LD., Agents.  
Hongkong, 14th February, 1906.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.  
NOTICE TO CONSIGNEES.  
STEAMSHIP "ARABIA,"  
FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOI.  
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
S. SILVERSTONE, Acting General Agent.  
Hongkong, 15th February, 1906.

S.S. "OCEANIAN."  
COMPAGNIE DES MESSAGERIES MARITIMES.  
NOTICE.  
CONSIGNEES of Cargo from London, ex s.s. Matapan, from Havre ex s.s. Matapan, in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Val. Sles, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.  
Optional Cargo will be forwarded, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 20th inst.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 1st March, or they will not be recognized.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th February, 1906.

OCEAN STEAMSHIP COMPANY, LIMITED.  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
CONSIGNEES per Company's Steamer  
"LAERTES."  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.  
Optional Cargo will be forwarded, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 20th inst.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 1st March, or they will not be recognized.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th February, 1906.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
NOTICE TO CONSIGNEES.  
FROM TRIESTE, PIUM, PORT SAID, SUEZ, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.  
THE Company's Steamer  
"PERSIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
The vessel brings Cargo—  
From Venice, ex s.s. Calipso and Leda, transhipped at Trieste.  
From Trieste, ex s.s. Imperator, transhipped at Bombay.  
From Zanzibar, ex s.s. Bohemia, transhipped at Aden.  
From Zante, ex s.s. Agaja, transhipped at Trieste.  
Optional Goods will be discharged here unless notice to the contrary be given immediately.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th February, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th February will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIEBER & CO., Agents.  
Hongkong, 19th February, 1906.

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